

Public Comments submitted at public meetings on Sept. 9, 12, and 14, 2009

Grammatical errors were not corrected.

Questions from form:

1) Which route are you commenting on?

2) How would the proposed change affect you?

Positively

Negatively

Not At All

3) In the future (i.e., 2011-2012), would you be willing to pay a fare for Orbit to prevent service reductions on Orbit?

Yes

No

Not Sure

4) If you answered yes in question 3, what would you be willing to pay per trip?

Between \$0 and 50 cents

Between 51 cents and \$1.00

Between \$1.01 and \$1.50

Between \$1.51 and \$1.75

5) Please describe how the proposed route would affect you? Also, include any general comments you may have about the proposal.

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1. Earth; Negatively; Yes, Between 51 cents and \$1.00; Need all day passes at \$2.00 plus except Valley Metro passes. Increased frequency 30 min) to downtown and Marketplace will cause me not to use Orbit and go back to my car.
 2. Earth; Positively; Yes; Between 51 cents and \$1.00; Positively – removing orbits from our residential area and removing the transient pop increase brought on by orbits as well as the trash, graffiti and crime increases which goes hand in hand.
 3. Earth; Positively; Yes; Between 51 cents and \$1.00; While I appreciate the convenience of a neighborhood bus I frankly am very tired of picking up litter and cigarette butts daily. Not to mention the disruption caused by constant buses going past and people standing on our corner who curse, throw rocks, etc.
 4. Earth; Positively; No; I would support a small fare but not to keep the service from being reduced. A small fee to prevent abuse is in order. We have been asking for Earth to be moved off of Sunset Drive for more than a year. Please remove this nuisance from my street. It will keep us from having to call 911 frequently and TIM staff to have nuisances resolved. It will also allow us to enjoy our front yard again.
 5. Earth; Positively; Yes; between \$1.51 and \$1.75; Less traffic, trash and vandalism on our street not to mention noise from the "blue bus"! No negative impact on me from a route standpoint because I can walk ½ block or 1 or 2 min. any direction and catch the bus.
 6. Earth; very Positively; Yes; I am very much in favor of the proposed route. I am tired of people standing in front of my house all the time. Littering in my yard. We no longer can enjoy Az's beautiful weather by leaving our doors open because cigarette smoke constantly comes in our house. This proposal will allow my husband and I to love our house again instead of considering selling. Spend a couple of days at my house and you'de want to move. It's a bus. It doesn't belong on a neighborhood street.
 7. Earth; Negatively; Not sure (I'm already paying for it in taxes); Since my main use of Orbit is to go to downtown Tempe – often to connect with Jupiter – any reduction in frequency would make it more difficult to get where I'm going in a timely fashion; especially on weekends. I have more comments

(don't I always?) But I'll out them in on line, assuming the form is up. Note that charging a fare would hugely raise the hassle factor of using Orbit. My other option is route 72, but unless I'm connecting to another route that charges a full fare that is a poor option.

8. Earth; Negatively; Note sure; Between \$0 and 50 cents; Between \$1.01 and \$1.50 would definitely keep me off of it. The proposed Earth route would mean I would not ever take public transit to the Marketplace. Paying for the Orbit may become a necessity, however those of us waited years for it to take shape were promised from the beginning that this would be a free service. Even a low fare will affect my ridership.
9. Earth; Negatively; Yes; Between \$0 and 50 cents; We use the Orbit primarily to access the light rail and ASU. This change reduces service to these areas. Few people need to go around and around on the heavily populated areas. Every 20 minutes on the old map is better than every half hour. The last time we attended one of these meetings, the change under discussion was to move the leg along Cavalier and Sunset was proposed to move over to Scottsdale Road. I would prefer this move since I do not like to be rolling over speed humps. If the busses used Scottsdale road it might make the route faster so there could be more frequent service without buying more busses or hiring more drivers.
10. Earth and 66; Not much bit somewhat; Yes, Between \$1.51 and \$1.75; Personally, it wouldn't make much of a difference/affect on me. I'm physically able to walk blocks. I feel the neighborhood between McKellips and Weber could be eliminated and just go north/south on College and Scottsdale Road. However, many of the riders in that particular neighborhood would be affected and wouldn't use the Orbit, therefore losing riders. I'd be happy.
11. Earth; Not at All; Note Sure; Between \$0 and 50 cents; The route affects me by only taking more time to my destination.
12. Earth; Negatively; Not Sure; Between \$0 and 50 cents; #2 Am not strong enough to walk that far to get to the bus. #3 It depends on how much you charge #5.
13. Earth; Negatively; Not Sure. Need more input from neighbors; Between \$0 and 50 cents; Change from Mary to Harold than down Tempe Drive. Who is on Cities Comm. Board? Any conflict of interest! Adhoc. Propose a line ?? to say these changes should be reviewed again by neighbors every 6 months to bring back into line for neighborhood need.
14. Earth; Negatively; Yes; Between \$0 and 50 cents; Spanish. Seria bastante inconveniente para mi y muchas mas el cambio propuesto.
15. Earth; Negatively; Not Sure; Taking University Dr. off the Earth route. I am an ASU student and regularly use the Earth to go to class and home. This year we have to pay \$80 for two semesters to use the service. By using the Earth just to get to school I avoided that cost. I basically live on loans and work to pay rent/bills. If the Earth route changes not only me but a large amount of foreign students will be forced to pay for an ASU bus pass. In a way it helps you and the University financially but the people who matter (us) will have to pay for his service. I understand the economy issue and that a ASU bus pass is a big discount, but I am afraid the bus pass will go up in value since everyone wants them. Thank you for your consideration.
16. Earth; No; Too hard to have correct change. May main use of the Orbit earth is to get to and from the light rail. This proposal would reduce my service significantly. The route 66 bus is not an option since you cannot by pass on the bus nor use a credit card. A charge on the orbit would likely end my usage.
17. Earth; Positively; Not sure; Between \$0 and 50 cents; Quicker to both downtown and Tempe Marketplace.

18. Earth; Negatively; No; Between 51 cents and \$1.00; The restructuring of the Earth route has a negative effect for me as an ASU student and it will have the same negative effect for many other students that usually use the Orbit to get to school. I board the bus near Dorsey st., but by then there are several students already on the bus. Most students get off in front on college avenue. If that route is eliminated people will be forced to pay for valley metro passes. Riding the buses for ASU students is no longer free and for students that require financial aid, lones, scholarships to pay for school Adding another expense is counter productive. I switched to ride the orbit because it was free and I don't have money to spend. If they charge for the bus the usability of them will decrease and augment people driving and traffic.
19. Earth; Not At All; Yes; Between 50 cents and \$1.00; I assume the majority of residents in North tempe use Orbit earth to get to or from Downtown Tempe and Tempe Marketplace. Therefore, it would be foolish to have service to or from Downtown Tempe and Tempe Marketplace operating at 30 minute headways (when it used to be 15 minutes headways) and especially at 60 minute headways on weekends *when in used to be 15 minute headways), It is important to provide service where demand is greatest. And I doubt demand is greatest to and from homes in North tempe. Service levels should be maintained along the entire route. If this is too costly, 20 minute service on weekdays may be acceptable. With the elimination of service by route 66 along College Avenue north of Curry Road, it might be useful for Orbit earth to travel along Curry, College, Continental, Scottsdale, Lilac,/Marigold, Bridalwreath, Valerie, Miller, Curry, McClintock. This might also eliminate some costs. But, the most important thing is to provide relatively frequent access from North Tempe to Downtown Tempe and Tempe Marketplace on all days of the week.
20. I would like to have the Earth Orbits removed from Sunset and Cavalier onto the proposed route of Scottsdale and McKellips to alleviate the trash and graffiti and crime increase that's come into our neighborhood because the people that ride Orbits don't care about our neighborhood. And I'm appalled at the reaction that I've received from Greg and Carlos when we've discussed this issue with them and their inability to even look at the signatures that we've turned in to them or to our proposed route after nine months.
21. Jupiter; Negatively; Yes; Between \$0 and 50 cents; Obviously, longer waits between buses might hurt ridership. A fee might also hurt. One thing that would help is to maintain student passes since Jupiter's riders include so many students. I understand the budget crisis, but good mass transit is essential to an urban environment.
22. Jupiter; Positively; Between 51 cents and \$1.00; I would not have a problem as long as there is still a Forward and Back buses so I can catch the one that would get me back to ASU best.
23. Jupiter; Positively; Not Sure; Between \$0 and 50 cents; Between 51 cents and \$1.00; Living off College just south of Alameda is so frustrating to so often not be bale to get on because it is full. I'm glad to see your proposed change and only hope that it makes it more accessible to those of us who live closer to actually depend on using Orbit. I assume that reverse route would be likewise easier to use. Thanks you. Later on Friday/Saturday? Yes – 12 & 11 pm. Tough maybe 25 cents or 50 cents. What if we already have transit pass? Or maybe sliding scale for residents
24. Jupiter; Not sure; The current proposal to Jupiter does not affect me. I only ride it on the weekdays so the proposed longer intervals don't affect my ridership pattern.
25. Jupiter; Not At all; yes; between \$0 and 50 cents; The proposed route changes will not affect me because I use the Jupiter to go to work at ASU and back, and the route from my house to ASU will not change. I would be willing to pay up to 50 cents a trip but I would greatly prefer if the service continues to be free. I believe the Orbit Jupiter service can be improved by trying to keep the 15' frequency which at times is not accomplished.
26. Jupiter; Not At All; Yes; Between \$0 and 50 cents; I use the orbit system only occasionally. I have noticed that it has a lot of passengers at some times. (e.g. around 8:00 am and 5:30 – 6:00 p.m.) and

only a few at other times. If savings can be obtained by decreasing frequency at times when there are fewer passengers, I think that is worth considering. If Orbit service becomes less frequent during some hours, it should run on a definite schedule, with stops at precise times (+/- 5 minutes).

27. Jupiter; Not At All; Yes; Between 51 cents and \$1.00; The only issue I have with this proposal is the weekend frequency. Decreasing the frequency by half will cause inconvenience for some riders and turn away potential riders. 20 minute frequencies might be a more attractive alternative.
28. Jupiter; Not at All; Yes; Between \$0 and 50 cents; I just moved to Tempe and was excited to learn about Orbit. I have yet to take it though because I didn't want to stand in the open sun in the middle of summer. This is especially an issue at 4-5 p.m. when people are in need of a ride home from work. (I work in Tempe Town Mill and 3rd). Orbit needs shaded waiting areas for commuters. I look forward to taking Orbit once the temperature cools down a bit. It's a great idea. If you charge a fare, consider creating a monthly or quarterly pass so riders don't need or carry change. Consider an Orbit-only pass. Please don't reduce frequency during commuting times. If anything, increase frequency and punctuality during these times and make less frequency during lower use periods. While I haven't taken Jupiter yet, I have also heard that punctuality can be an issue at times. Am commute: 6 a.m. to 9/10 a.m. Pm commute: 3 p.m. – 7 p.m.
29. Jupiter; Yes; Between 51 cents and \$1.00
30. Jupiter; Negatively; Not Sure; I take Jupiter Back now to Butte and walk to McClintock to take the 81. Change means I have to take another Orbit bus at the library. I would have to time it well so I won't have to wait. If they charge for Orbit, we need to have a voucher to offset the price of the regular fare.
31. Jupiter/Mars; Both Positively and Negatively; Yes – but many wouldn't want prepaid passes; Between \$0 and 50 cents; 48 to Marketplace will be more direct than current Orbit service – yea. Prefer Orbit to bus, but \$ needs to be saved. Jupiter route won't do direct to McClintock High – boo. Having to connect @ library with Mars and then having Mars route have 30 minute frequency (instead of 15) will discourage kids. Please keep Orbit free or it will die. Glad we're able to keep bus service on Apache to airport – use it – love it.
32. Mars; Negatively- smart cards. We need now.; Not Sure – reward riders for suing the Orbits we.; Between 51 cents and \$1.00; Regarding the proposed Mars A/B route will no longer serve Apache blvd to the light rail, nor will it service west of Price to Southern where Banner Desert Hospital, Medical Clinics and connects to Evergreen and Southern will no longer exist. This will be a hardship to get to clinics, visits to the hospital or to work in Mesa. Please reconsider these proposed route changes for riders in the east Tempe of Price. We have enjoyed the Orbit Mars and the ease it allowed me to do weekly errands and weekend activities.
33. Mars; Negatively; Yes; Between 51 cents and \$1.00; See my typed comments that are attached. I speak as a resident of Tempe who lives on the east side of Price Road between Southern and Broadway. 1. Our subdivisions are landlocked. We are "trapped" between the freeway and the canal. Thus the route has a "dead end" south of Southern Avenue, and has no viable destinations (other than our homes) for passengers on the east side of Price. It is only logical that there will be fewer passengers boarding the bus (or riding to the end of the line) in this area. Mars is the only Orbit route that runs to such a "dead end." 2. Price Road is the only main north/south thoroughfare between Mill Avenue and to the west and at least Alameda School to the east that does not have public bus service. 3. Public transportation is only available to us on Southern and Broadway. Thus, for us in the "interior" of the subdivision, it constitutes a hefty hike in order to obtain public east/west transportation (a half mile from my home to catch a westbound bus) North/south public transportation is not available to us other than on Mars route. Consider Cottonwood/George to Southern, west on Southern to Country Club, north on Country Club to Alameda, west on Alameda to Los Feliz (resume proposed route). 4. The people on Geneva and Evergreen who have complained about the Mars route live only two short blocks off of Southern. There is a traffic light at Evergreen and Southern.

These people have access to public transportation within two blocks of their home, and they also have a traffic light to enable them to access Southern Avenue both eastbound or westbound. 5. As I have mentioned in previous meetings, I have a visual impairment and do only limited driving. The residents who opposed the Mars routing have suggested that I use Dial-A-Ride. "Dial-A-Wait" (and it is a very time-unpredictable service) is a last-ditch assistance. I, for one, much prefer the freedom of being able to use scheduled public transportation. It is important to be able to go where I need to go, when I need to go, and be able to do it myself. Final comment. I have seen many Light Rail trains running from Price to Sycamore with few or no passengers. Mars has its dead end as well. Please keep it running!!!!!!!

34. Mars/Jupiter; Negatively; Yes; Between \$0 and 50 cents; Pienso que para los que usamos el Mercury es mas conveniente la ruta que el Mars tiene ahora. Seria bueno dejar Jupiter o al Mars uno de los dos como estan al presente.
35. Mars; Negatively; Yes; Between \$1.51 and \$1.75; For the past 6 months I have used the Mars bus, along with the light rail and airport shuttle to get to/from the airport. I fly frequently, at least once a month. Orbit enables me to leave my car at home, reduce air pollution and congestion near the airport. I also have used Orbit, in conjunction with the light rail, to attend meetings in downtown Tempe and Diamondbacks games. With the proposed route changes to Mars, I would double (or more) the walk from my house to the nearest bus stop (Los Feliz and Southern). The reduction in frequency would cost me time and would likely result in reducing my use of the system since there will likely be cases where I cannot dedicate that much overall time to travel from my house to the airport (or other destinations) or in the other direction. I appreciate your efforts to maintain a resemblance and service in the eastern part of the Mars route.
36. Mars; Negatively (South./McClintock eliminated; Note sure; Try very hard to leave car at home. Use Mars to go to the Library, Pyle and back, 2 grocery stores, Friendship Village/Meals on Wheels (Evergreen and Southern) volunteers, post office, bank, (each corner of McClintock & Southern).
37. Mars; Negatively; Yes; Between 51 cents and \$1.00 and Between \$1.01 and \$1.50; Right now the Mars is our only link to downtown Tempe, LR, the library, McClintock HS and other Tempe bus routes> We would even favor reduced frequency over completely cutting out the route over east of the 101. We are a one car family with 2 kids and heavily rely on public transportation. We are midway between Broadway and Southern and we would extend our time to a LR station from 8 to 39 minutes, plus we would have to walk to either Broadway or Southern.
38. Mars; Negatively; Note Sure; My child would no longer be able to take Mars home from McClintock High School. Route is already crowded and does not come often enough so she waits 1 hour for a bus that has room heading east. Propose make a separate "Mars route" running from Southern/McClintock/Del Rio area through the current route at peak hours every 15 minutes – including the 2:00 pm – 6-7 pm time frame to allow students in neighborhoods to get home. Continue this route into neighborhood east of Price to service those and commuters trying to get to a main route or to medical facilities on Southern east of Price.
39. Mars; Negatively; Yes; Between \$0 and \$1.00; Eliminates easiest direct route to connect to light rail (Mars – north on River, east on Broadway, north on Price) . Means will be using car to parking lot or garage on Apache. Going to library will take more than 30 minutes and require change of bus – which means it will be less hassle to drive my car. Both changes mean more environmental impact. But I understand the budget constraints. Right now, (@ age 70) we still drive. I hope by the time we can no longer drive that Orbit and rail will be more frequent and less/fewer transit transfers. I agree that changing to 30 to 60 minutes no route timing will eliminate many riders. I can't stand and wait in the sun for 30-60 minutes if I miss a bus.
40. Mars; Positively; Yes; Between 51 cents and \$1.00; I commented on line more fully but I am glad to see the route change to remove Geneva Drive as it is not a through street and not appropriate for a

bus route. The buses continually speed down the street causing a safety hazard and the noise of the buses disturbs the peace. Thank you.

41. Mars; Negatively; Yes; Between \$0 and 50 cents; I live by McClintock High School (Los Feliz and Del Rio). I am disappointed that the proposed route would make it extremely complicated to get to the library – which was the greatest benefit for me with Orbit. Previously it was a direct ride. Now it looks like 2 buses (Mars and Jupiter) an indirect route and then a long walk to the door.
42. Mars; negatively; Yes; Between 51 cents and \$1.00; I would be in agreement with a fare for Orbit if it were included in light rail and existing bus fare. Mars route should continue to include an option to the light rail stop at Apache/Price. Orbit route should be more reliable and more efficient (less wait time) with specific locations designated as “stops.” Thank you for the opportunity to participate in the process.
43. Mars; Negatively; Yes; Between 51 cents and \$1.00
44. Mars; Negatively; Yes; Between \$0 and 50 cents; The proposed route would not service the southern/Evergreen intersection where I live. I would not be able to use the Mars bus to get the Mercury (park and ride) connection. so that I could then take Mercury to the University stop. There are other residents at Friendship Village, where I live, who use the mars bus. I usually take the 8:24 a.m. bus on Mondays. I volunteer at ASU on Mondays. Less frequent service is preferred to elimination of service.
45. Mars; Negatively; Yes; Between \$0 and 50 cents; This cuts out all Orbit service east of Price Road. There is no service to light rail stop at Price and Apache. Could try less frequent and retail old routes.
46. Mars; Negatively; Yes; Between 51 cents and \$1.00 (senior fare); We would lose all service! We use Mars to/from the light rail and would have to take two buses from Southern/evergreen to McClintock/Apache to get to light rail, taking a lot longer. We use light rail to/from the airport, also to/from Symphony Hall downtown. Prior to May 09 we lived at Country Club Way and Del Rio and used Mars frequently, but now none of those in our old neighborhood will have service under the proposed change. Also, since we don't own a car, we rely on public transport when we can't ride bikes.
47. Mars; Negatively; Yes; Between 51 cents and \$1.00 (senior fare); I would no longer be bale to get to the light rail unless I walk 2 miles or take 2 buses. (I go from Southern and Evergreen to the light rail.) I always take the Mars – light rail- shuttle airport. I always take the Mars – light rail to the Phoenix Symphony and the opera but will find this very difficult with the new route. My husband and I do not own a car – we use public transportation!
48. Mars; Not At All; Yes; Between 51 cents and \$1.00; First, let me say that it was very smart thinking to turn the eastern half of Orbit Jupiter into Orbit mars. But the frequencies south of Dorsey and Alameda may be inconvenient. I understand these areas see the least boardings, but the frequency of service (especially on weekends) will deter potential riders.
49. Mars; Positively and Negatively; Yes; Between 51 cents and \$1.00; The addition of the route to cover Alameda and River is positive. The elimination of light rail stop at Price Road (or McClintock) is not acceptable. New fares, if added, must be eliminated when sales tax increases. There needs to be transit access to the Tempe Center for the Arts from Mill Avenue area and downtown.
50. Mars; Positively; Yes; Between 51 cents and \$1.00; Would like Mars to go left on Newberry to Riviera Dr west to Bonarden to Hermosa Terrace would help the blind folks on Riviera Drive.
51. Regarding the Mars B route, I will no longer -- it's no longer going to service the Apache Boulevard to the Light Rail, nor will it service west of Price to Southern where Banner Desert Hospital is, medical clinics, and connections to Evergreen and Southern will no longer exist. This will be a hardship to get

to clinics, visits to the hospital, or to work in Mesa. Please reconsider these proposed route changes for riders in the east -- east Tempe of Price -- east Tempe of Price. We have enjoyed the Orbit Mars and the ease it has allowed us to do our weekly errands and any kind of weekend activities.

52. Mars; Positively; The proposed route would give us , as homeowners, much needed privacy (as opposed to school children gathered at the end of our driveway).
53. Mars; Negatively; No; Not included: More of us walk! No other transport. Service & accessibility to Evergreen & Southern are needed to access doctor clinics, Friendship Village and Hospital. Desert Banner Hospital, which are important facilities to the public in Tempe. Eliminate light rail and it's expensive. Get ride of polluting buses (a two yr. Old lie). Service every 30 minutes? Jupiter doesn't pick hardly anyone at La Jolla & Butte. And south of Southern, Why continue that? Why not promote safe, inexpensive bicycle lanes?
54. Yes; Between \$0 and 50 cents; Mars route proposal. Hermosa east to Newberry, south on Newberry to Riviera Dr, west on Riviera Dr to Bonarden to Hermosa, east on Hermosa to Terrace, north on Terrace to Southern. This route change would go by the blind residents that live on east end of Riviera Drive, also some senior citizens that no longer drive and a young lady with medical problems. (She can not drive and rely on others for transportation needs.)
55. Mercury; Positively; Yes; Yes; Between \$0 and 50 cents; Spanish. Siempre he estado agradecida a la ciudad de Tempe por el servicio gratuito del Orbit. Es una verdadera bendicion, pero si es necesario pagar lo hare. Doy gracias poe el Mercury especialmente.
56. Mercury; Not At All; Yes; Between 51 cents and \$1.00; The only issue I have with this proposal is the weekend frequency. Going from 15 minutes to 30 minute headways might discourage riders. Having been used to frequent weekend service, riders may choose not to ride Orbit Mercury on the weekend. 20 minute weekend frequency might be more attractive. Even if the proposal goes into effect, Routes 30, 40 and METRO light rail provide nearby service which would prevent Mercury riders from being inconvenienced.
57. Mercury; Negatively; Yes; Between \$0 and 50 cents; There is no bus from light rail stop at Price to ASU and downtown Tempe. If you want to drive to a mercury stop to get to downtown there is no place to park. Fewer buses and same routes.
58. Mercury; Negatively; Yes; Between \$0 and 50 cents; I currently take the Mars bus to the Apache/Price park and ride to pick up the Mercury bus. The change in route would eliminate the park and ride stop. I take Mercury bus to the University stop. I could drive a car to the park and ride for Mercury but the new route for Mercury would not pick me up. I want t go to ASU and don't have a parking sticker. Less frequent service is preferred to elimination of service.
59. Mercury; Positively; Yes; Between \$0 and 50 cents
60. Mercury; Yes; Between \$0 and 50 cents; I ride Mercury to #30 and transfer station to get to other senior centers including two in Scottsdale via the trolley. Would be nice if routes went to hospitals or connected with Mesa like it does with Scottsdale. Hours of operation are just about perfect now.
61. Venus; Not at All; Note sure; Between \$0 and 50 cents; Just wanted to say that we have spent more evenings in downtown (supporting businesses) since the Venus came along than we have in the last many, many years. Paying for the Orbit will affect our use of it.
62. Venus; Negatively; Yes; Between \$0 and 50 cents & Valley Metro passes; I live within the spur that would be eliminated (around Clark Park). The change would add ½ mile walk to my journey (daily commute) to TTC and Metro. I would favor a nominal fare to boost revenue or reducing times to every 20 minutes (more would remove Venus' advantage over route 62). This route change would

potentially impact business in the area, including the Venus' ability to safely transport patrons to Boulders or the PV Lounge, and eliminate service completely to Clark Park.

63. Venus; Positively; Not Sure; Since I ride from Priest and 5th Street to TTC, the proposed change would allow me to ride Venus in either direction and get there in a reasonable time. Whereas with the current route, going all the way south to Broadway takes too long. For me, reducing weekend frequency is fine since I very seldom ride on weekends.
64. Venus; Negatively; Not sure; The proposed change leaves the area between 13 st and Broadway between Priest and Mill without any service. People who live west of Mill and north of Broadway have no service. No other lines pick up in this area, so anyone whose medical care is located in that area must either walk (not feasible for older people) take a cab, or an alternative such as dial a ride. This problem will become worse as the population ages. Lower frequency is much preferable to elimination of service.
65. Venus; Not At All; Yes; Between 51 cents and \$1.00; 30 minute weekend hours are too long for a service that previously provided 15 minute headways. A compromise would be 20 minute headways. This might retain riders while not severely inconveniencing them.
66. Venus; Positively; Yes; Between 51 cents and \$1.00; Please see attached document for my additional proposal. Although the proposal to amend the route to eliminate travel along Broadway Rd would have a slightly negative impact on me personally as I would have a longer walk to board (about 5 blocks instead of 1) I am in favor of this change if it saves money. In the long run changing a route for efficiency is preferable to reducing service (busses per unit time/scheduling boarding). To clarify a high frequency for the Orbit seems more important than a very comprehensive route. However, please consider my attached document for a separate proposed route change. 11 September 2009: My proposal for a change to an existing Orbit route is as follows: I would like to see the Orbit Venus (or any Orbit bus originating from the bus facility on 52nd Street/Rio Salado parkway) travel with active service along 52nd street an Rio Salado parkway to Priest drive. Below id the current route. Please see the next page for my simple proposal. The advantage here to users is that the new route would allow pick up near the four large office complexes along 52nd street and Rio Salado parkway. There are several thousands of people working in these buildings, many of who are Tempe residents and surely some of them could make use of the route. I realize this change would result in the passing of the route for short time through Phoenix city jurisdiction, outside of Tempe. But whereas many buses pass through not in service along this route everyday originating from the bus facility on 52nd street little extras effort would be required for scheduling and servicing. And whereas there are many potential riders in this area sue to the density of offices along 52nd street and Rio Salado parkway near the intersection. And whereas it is such a short extension of an existing route (as opposed to a radical alteration of one) it seems like a good choice for a change. Thank you for your attention.
67. Venus; I can se eliminating the Broadway strip, but I would like it to go on 16st instead of 13.
68. Venus; Positively (If you have to pay a fare); No; I am a senior and have to walk with a cane. (Do not drive or own a car) and I depend on the Venus to get me to the Hardy bus on 5th and Hardy. Also it takes me the senior center, and where I pay my rent – it take me to the post offices and to the main bus station and light rail. I can't walk more than 5 blocks at a time I have to rest one hour between each to reach my destination. I have one complaint- I can get to Back/5th Street and sit on the bench to wait for Venus. The problem is I can sit there and watch 3 Orbits come down 5th Street going to Priest but nothing coming up 5th. Forward to the bus station and I miss the Hardy bus #62 – and this causes me to miss my doctors appt. or being on time for a event at the senior center. Just telling us the bus bus every 15 mins really doesn't help. 15 mins from what? Time? If there were a time schedule people could get there and catch the bus instead of having to see it go by when you get there without out stopping at the bus stop when you are stuck by traffic on the other side of the street or see it almost to Hardy & 5th Street. The stops at the major cross streets should have a certain time to be at that stop. Yes, I can understand the wheelchair stops, but when there isn't one of those, the

bus should be where it should be most of the time. Not all of us are young ASU students who can walk quickly to get to the stop! If they see it coming and I can't run since 1986! PS I pay my senior 31 day pass \$27.50 + \$55.00 = \$82.50 a month to ride the city busses. I am on a limited income and would be even more strapped! As it is I have to forgo cleaning supplies (take 3 months savings up for just a bottle of dish soap).

69. Venus; Negatively – I live close to Broadway; Yes; Between 40 and 50 cents; Negative – I use Venus to ??? light rail for baseball games. It needs to be kept ??? for large families and seniors on fixed income. Maybe less frequency on reduced hours would be better. Reliability is important to reply on it to us to bus stop. Need every 15 minutes during commute time.
70. Venus; negatively; Not Sure; I have used the current Venus route down Roosevelt to get to Enterprise rent a car. I suppose other riders patronize other businesses on Broadway Rd. Fare: to ride a short distance of a mile or so might not be worth carrying exact change every day. Integrating Orbit with Valley Metro monthly passes might be convenient for many riders.
71. Venus; Not At All on proposed route change; No; As to a possible fare per trip I have an idea. Those who have a monthly bus pass do not pay per trip. Those without a monthly bus pass pay a small fare. Any fare on the orbit in addition to my monthly bus pass would be a hardship. Another example: I have a friend who uses the Orbit to connect with City bus up to six times a day (back and forth) due to medical issues. She could not afford a fare on the Orbit in addition to her monthly bus pass. I would also suggest 9 a.m. to 10 p.m. on weekends.
72. All Orbits; Negatively; Yes and No; Between 51 cents and \$1.00; I've always felt that the Orbit buses do not provide adequate service to the Tempe neighborhoods in question. They never run on a 15 minute schedule and they don't run late at night. It makes sense to run past 10 p.m. on weekends to avoid drunk driving by college students. If you're even considering charging for the Orbit then having it run in faster durations , longer hours, and more neighborhoods than that would suffice. You claim there are not enough funds for that, but you've already cut services in tempe, yet you feel those saved funds would be better spent on several brand new hybrid cars for your employees, I don't understand the logic behind the decisions TIM makes.
73. Orbit; Negatively; Not Sure; A few weeks ago we received issues of Tempe Today which emphasized the headline "Tempe Transportation is going full steam ahead" and refers in the article's third paragraph to "Tempe has realized great success with its orbit neighborhood circulator system" and "... in the potential expansion of this popular service to neighborhoods south of US 60." We seem not only to be seeing the opposite but someone asked at the meeting about the expansion and was told an emphatic "no."
74. Mars, Jupiter, Earth; Negatively; Yes; Between \$0 and 50 cents; Would make it more difficult for me to go to light rail and library, Tempe Marketplace and ??? Tech Industries. Cut back to 30 minutes @ all routes? Rather than cut service (Mars route), decrease frequency or go back to Mars route prior to December 2008 (elimination of service to Price & Apache) please. Don't cut route --- cut hours (8pm Sat/Sun not 10)
75. 13/40; Positively; Yes; Between \$0 and 50 cents;(see previous comment sheet please); 13/40 route – proposed change "unification" is wonderful. Economies are not immediately obvious but are great. A single card (like in Singapore) bus transit Orbit would be desirable.
76. 13/40; Not at All; No; This proposal is a great idea in view of the economy. I would like to suggest that the 13/40 proposed and the 30/48 proposed stagger their routes time wise where they coincide.
77. 30/48; Not At All; No; This proposal is a great idea in view of the economy. I would like to suggest that the 30/48 proposed and the 13/40 proposed stagger their routes time wise where they coincide.

78. 48; Yes; Between 51 cents and \$1.00; I am Marketing Director at Childsplay, a resident performing company at Tempe Center for the Arts (TCA). I am urging the connection of TCA to downtown Tempe and light rail so that attendees for all the events at TCA can access the Center via public transit. Our audiences come from all over the Valley. I live on Jupiter route and use it fairly often.
79. 56 – Priest; Not At All; The only problem I have with the changes to Route 56 is the frequency of service south of Priest and Elliot. This portion of the route travels into Ahwatukee, where large cuts have already been made. Route 156 within Phoenix has already been eliminated and ALEX has had cuts made to its frequency. It seems that too many cuts are being made to one small area. 30 minute frequencies are okay in this area. The main problem is the 50 minute frequency off peak during the week. If this change does go into effect, it is important to have a notice in the Transit Book that tells riders of route 108s service along Priest north of Elliot. This notice must also include the frequency of both routes operating together because seeing 60 minute frequencies will deter riders. If they know that service will actually be at 15 and 30 minute intervals (in conjunction with Route 108), they will more likely continue to ride. I would like to add that combining route 56 with route 108 along Priest Drive was a very smart idea. It is good to see the continuation of service at normal frequencies along most of the route.
80. 62; Negatively; Not Sure; Will change the way I use public transit. I will not be able to rely on it the way I do now.
81. 62/48; I suggest that Tempe Center for the Arts become part of the map – Tempe Tran Center and AZ Mills is shown. I work at Tempe Center for the Arts and many many times have questioned why no bus stops there. Many classrooms near the light rail would take the route to Childplay events if there was a bus connection from H rail to TCA. There needs to be a service every 15 minutes. Childplay would benefit from this service plus schools along the light rail. There are many apartment /condo complexes along 1st Street so I don't understand why that is being eliminated. I would like to use the bus system but don't because I won't use a route that runs every 30 minutes. I am willing to wait 15 minutes but not longer. Many times I have questioned the decisions made by those in charge. I feel buses would be used more if frequency was more often and routes were based on traffic. I believe if the service was to serve the people and was privately owned rather than private or more regulated by the tax payers it would be more successful.
82. 62/48; Negatively; No; The 62/48 proposed would have a very negative effect on me with the portion of the route at Hardy and 1st Street eliminated. As a senior the walking required for any other stop would be too difficult. It's a long walk from Hardy and 1st Street to Hardy and University.
83. 62 – Hardy/Guadalupe; Not At All; I have several suggestions that might make the route more efficient. The first deals with service along University Drive. When route 81s service along University Drive was eliminated in December 2008, part of the argument was to eliminate duplication of service on this part of University Drive. But now you are wanting to add service again. I recommend route 62 serves Rio Salado Parkway between Tempe Marketplace and Rural Road. This would speed up travel between Downtown Tempe and Tempe Marketplace, as well as provide service along Rio Salado Parkway. I guess that main problem with this is that there are not many "things" along Rio Salado Parkway, and any Orbit Earth riders who travel to or from University Drive would be even more inconvenienced. My second suggestion involved the turn around at the routes southern terminus. Is it possible for the bus to turn around using River Drive, Watson Drive, Price Road and then onto Guadalupe Road? It seems wasteful to go all the way north to Baseline Road. And if there are very few boardings on both routes 66 and 92 east of McClintock Drive, it might be cheaper to turn around in one of the strip malls at McClintock and Guadalupe, I know this is done on Route 60 – Bethany Home at its western terminus. It just seems as though using parking lots to turn around is cheaper (sometimes) than using streets.
84. 65- Mill/Hardy; Not At All; If this change goes into effect, it is important to include a notice in the Transit Book about combined service with route 66 north of Grove Parkway. This notice must include the frequency of service of both Route 65 and 66, which is currently not the case. For many riders

this might be confusing. It would seem more appropriate to combine both routes into one. There are already several routes within the Phoenix area that have two termini at one end of the route (3, 17, 19, 29). SunTran in Tucson does this on several of their routes. It would look similar to the proposal for route 81.

85. 66 – Mill/Kyrene; Not At All; If this change goes into effect, it is important to include a notice in the Transit Book about the combined service with route 65 north of Grove Parkway. Unlike the current Transit Book notice, it must include the frequency of service of both routes 65 and 66. For many riders this might be confusing. It would seem more appropriate to combine both routes into one. There are already several routes within the Phoenix area that have two termini at one end off the route (3, 17, 19, 29). SunTran in Tucson also does this on several of their routes. It would look similar to the proposed route 81.
86. 66; Negatively; Discontinuing 66 bus up College/68th reduces many options to get to the light rail. I will only have Orbit at 30 minute frequency. If I miss a bus could take 45-60 minutes to get to light rail vs 10-15 minutes now.
87. 66; No; I have friends whom I visit in S Scottsdale at least once a month (they're close to 68th St & Thomas) and sometimes take the 66 up to LaLoma Station (which I used to take to Camelview 5). The elimination of the 66 north of downtown Tempe would def. Be a burden on myself and my friend who also rely on it (in they're case – daily). I'm fine with it not going down Guadalupe anymore (even though my family lives near Guadalupe and Rural, but please don't discontinue service north of Tempe! Orbit: I'd rather have a reduction in frequency than pay.
88. 76; Negatively; Yes; Between 51 cents and \$1.00; Object elimination of route which allows access to Scottsdale Community College. Also would eliminate ability to transfer to major bus route on McDowell Road.
89. 81 – Hayden/McClintock; Not At All; My comments on the change to route 81 deal with creating a multi-modal transit system. The proposed routing for the trips to and from the Chandler Fashion Center is good. The problem is the routing for the trips to and from the ASU Research Park. This new routing would make it impossible for people to transfer directly from route 81 to route 511. The only stop in the Research Park for route 511 is between Technology Circle and Research Drive. If this proposal goes into effect, I recommend you request the RPTA to add a stop to Route 511 at Centennial Circle. This might attract new riders to route 511 who previously refused to walk further to get to the stop. Also, since ridership on route 511 is low anyway, adding one extra stop would probably not be detrimental. One proposal I have is for the trips to and from Research Park to continue travelling along Elliot Road and park of River Parkway. The demographics and density of the neighborhoods along McClintock Drive between Elliot and Warner Roads does not make 15 minute rushhour headways reasonable. The service along Elliot road has been in place for many years and has existing riders. It also might be cheaper for route 81 to turn around at Research Drive (like route 108), instead of turning around at Centennial Circle. But to be honest, I am not a big fan of only having one stop for route 81 within the Research Park.
90. 108- Elliot; Not At All; 60 minute frequency along Elliot Road (especially within Tempe) is not a very good idea. Many riders will possibly stop using the service or be severely inconvenienced. Other than the issue of frequency, other changes to the route are good. The extension of the route 108 to the Washington/Priest METRO light rail station is a very smart was to maintain service along Priest Drive, despite the cuts. If this change does go into effect, it is important to have a notice in the Transit Book that tells riders of route 56s service along Priest north of Elliot. This notice should include the frequency of both routes operating together because 60 minute frequencies will deter riders. If they know that service will actually be at 15 and 30 minute intervals (in conjunction with route 56) they will more likely continue to ride.
91. Not sure yet; Between \$10 and 50 cents; Not sure yet.

92. Negatively; No; It would be bad for me because I will have to get a ride from my mom to get to school everyday.
93. None; Positively and Negatively; Yes; Between 51 cents and \$1.00; I moved from Mesa to Phoenix as transit restrictions impacted my employment. Some employer's will not hire those w/o transportation i.e., car. Open up discounts to all post secondary students. Create a visitors pass, involve hospitality industry. Fix fare boxes. Increase services in the 3 hrs kids get out of school. I'm unemployed go to school $\frac{3}{4}$ time @ Phoenix College, w/o car I save \$200 a month, would be nice to get semester pass. Many of the unemployed are re-entering collage @ various credit hours.
94. All informative; Attending on behalf of Arizona State University undergraduate Student Government. Want information affecting ASU students.
95. Not Sure; 10 cents to 25 cents; Many healthcare offices are located east of McClintock and Price road. Hudson Complex etc.) and the Orbit was helpful to me to get there, but the new routes don't come close. The Metro bus fares are very high and I prefer Orbit (mars) to Evergreen but now you are eliminating it. I don't drive, so it is not my choice for such a change. Also, Flash is all around ASU, so why does Orbit have to follow the same route? Also, How about Tempe residents south of 60? There are schools there too.
96. Do not use Positively; Charging a fare would certainly end the "school bus" use. Good move. Removing the Mars bus from E. Hermosa Dr and Country Club Way is an excellent safety move... children run across street without looking! To catch their blue "School bus." It will also cut down on traffic congestion at start and end of school day!
97. Future Route; Not at All; Yes; Between \$0 and 50 cents; We currently drive to the light rail and park in the "park & ride" and use it strictly for access to downtown Phoenix since we live in South Tempe. We drive to Pyle for the Jupiter service to downtown Tempe. We attended tonight's meeting with the assumption from a newspaper article that it was to address Orbit extension to South Tempe. If Orbit were available to the Kyrene/Warner area, we would ride it 3 or 4 times weekly.
98. Two things: As far as the Orbit's concerned, like, here at the Tempe Transportation System, I'm visually impaired, and I can't tell one bus from the other. There's no way to tell. The only placard is above the windshield, which I can't read a lot of times when it's sunny out. Visual people can't read it either. And it would be helpful to me and -- I don't know -- with other visually impaired people if they had some kind of placard on the side of the bus which is the same size as the Orbit logo on the side of the bus indicating which bus is which. And my suggestion would be, like, a magnetic sign that would say "Jupiter," "Mars," whatever. Because a lot of times when I go there, there's no bus driver on the bus. They go on their break or something like that. And when I ask them, you know, "Is this the Jupiter bus," they nod or shake their head, and I can't see that. So that would be one issue that I would want. The other thing is I have been passed by by-- well, which isn't Orbit buses, but this is more Metro buses, 72 and the 45. I've been passed by by bus drivers who look at the bus station, bus shelters, and see people sitting there, and they're assuming that they're homeless people or drinking or whatever, and I've been passed right by. And I actually contacted the Metro about this once before, but it's something that needs to be addressed. Because at a lot of bus shelters there's a lot of homeless people drinking, hanging out. I understand they want to hang out in the shade. But because the bus drivers are driving right past them unless you stand up and flag them, and being visually impaired, I can't see the bus until it's gone past me already.
99. I'm a Tempe resident. Basically, I'm a little disheartened because I was here at the last meeting in March, which is basically the same lines talking about route cuts, fare increases, you know, all these different proposals and stuff. I had a hard time coming to this meeting because I felt the last time they did not take anybody's comments into consideration. The route that I would take every day to work was cut, so I had to be creative and find a completely new way to work every day, which now consists of Orbit, bike, train, and, you know, extra time to get to work each day. I feel like the City -- or I'm sorry, not the City, but Valley Metro itself doesn't look into the amount of waste that

we're seeing. And as a consumer, it's not only me that's seeing it, but it should be pretty obvious to the people who run the company. If we were to look outside right now, you'd see lots of drivers standing, and if you were to look at how long they're standing around, it's mind-blowing basically. They're taking 30 plus minutes on a break. Not only that, I see Orbit buses parked down the street, people sleeping in the back seat, who knows? You also look outside, you see brand new hybrid cars they purchased this year. So when they're talking about raising fares and cutting routes to appease the budgets, I think they ought to look at what moneys are being allocated and where they're being sent to. It's definitely not appeasing what the public wants. It's probably adding to while it pleases the employees, but that's not going to save service or make a difference in the routes that they need to look into. That's my opinion, and I'm sticking to it.

100. Meeting was a total B.S. again. Amanda: unprofessional, childish, immature, and very rude and disrespectful. Thank you.

101. I ride the Orbit bus the most. And I ride the Venus and the Jupiter, sometimes the Earth. And I just want to say how grateful I am that the City of Tempe offers this because I walk a lot. But some days it's really hot, and some days you're in a hurry, or there's lightening, and you feel a little more protected getting close to your house. So I'm very grateful to the bus system here. I've taken the bus in many other places, and what I notice is the drivers are very courteous. And I think the waiting is not a big deal. You know, it teaches you patience because it's your schedule. It's not really the bus. Do you know what I'm saying? It's your schedule that you're on. So I appreciate the bus schedule. And I also notice that the bus drivers are very kind with the handicapped people, and they are very swift and smooth. One time I saw they had a difficult time. So it makes me realize how can they be exactly on schedule when some people are needing extra attention. More people ask them a lot of questions. So I can myself understand if they're not there exactly. So I just wanted to make a comment on that. Because I have legs and I can walk. So it's easy for me. But it's quite generous and amazing what the City is doing. And then the regular bus routes, I take the 72 and the Mill Street bus. I go to Rural and Scottsdale Road and Hardy and Southern and McClintock, that area. And the 72 is the most important. Doesn't look like it's getting interfered. But the Hardy one, I have to walk there. So I looked at the Orbit change, and I think it's only a few blocks to walk. So I don't have anything negative myself to say. Because my schedule fits with actually what you're doing, and mostly I can get to where I have to go. So, you know, I'm not stressed out like I'm sure some people are. But I try to take the free bus, because it helps me have money for other people to share the money with or to get for myself. But I really don't have a comment on if you were going to charge the bus, the Orbits. Like, what should it be? Because right now, the main buses are a \$1.75 each way. So maybe a \$1.00 for the Orbits. But I get on and off all the time. So that's why I wasn't real clear if you're constantly getting on and off, how would you -- you would charge each time? Is that how you would charge? Every time you enter the bus, Orbit bus, you would pay the fee, whatever it is? I think with the seven million dollars that's necessary, the more than seven million dollars necessary, it seems like some of the people that used to go to the college could be contacted, some people that probably used Tempe as their home base. If there was a way to contact them and ask them to please help support. Those people are out in a worldly sense with money now. And they maybe went to college here. So I don't know if those people are being contacted to ask for help. In particular, I'm thinking of the Orbits, because that runs close to the college area. Just a thought. The Orbit buses are always immaculate. Drivers are very kind. Maybe one percent of the time, which is very rare, they have a little frustration, which is understandable. And then the main bus routes, 72 in particular, some people are getting on the bus, and they don't have the money. So I get concerned for them. Like sometimes somebody will want to get on hardy bus or 72, and they get on, and they say, "I don't have any money." So I'm just wondering what happens for those people. I offered one time when I heard, but sometimes I can't offer. So then does every single person have to pay, or is there some money somewhere for somebody that gets on and can't pay on a regular bus? Just thoughts. I want to encourage people who are driving cars to start contributing to the transportation system in Tempe by taking the bus, which would bring income, and please protect our environment, and we need the oxygen. So please participate. If people could commit to participating to help the planet by taking the public transportation, whether it's Orbit or the City of Tempe bus, a certain amount of days per month. I

don't know if that's being done. If people could be asked to please don't drive the cars. Like, can they -- do they do that? Ask the public in Tempe on certain days, would be good to say, "Please walk, ride your bike, take the bus, but please commit to a certain amount of time or days each month to participate in this." I've watched the drivers, and I've noticed that the buses are made to really help all of the people that need extra care go very smoothly and quickly, and the drivers are always very happy to do it. And the people who need the assistance are very kind. It's an amazing smooth process, which some day if I'm in that position, it's nice to know that you can get around. Looks almost unbelievably generous, the design, and also the willingness of the other people to move out of the way, not take those seats. It's really -- it's quite impressive. So, like, anyway, so tonight, like, I would have gone to another meeting that I usually go to, but I told them I'm coming to this meeting because I think this is really important what you're offering to the public. Please come here and help the City of Tempe.

Public Comments submitted via telephone or email in September 2009

- 1) I live on river and Broadway. I am 85 years old and do not have a cr. I will just die if Orbit Mars does not stop at River and Broadway. Our Centrado Apartments – several people count on Orbit. I don't mind paying for it.
- 2) Not sure if you are the right contact but if not I would appreciate you forwarding this message. I live in southeast Tempe, south of Broadway and east of the SR101. I think it is the Orbit/Mars buses that run through my neighborhood. My concern is the cost of this service, when I have never seen more than two people on any bus at one time. They are constantly running through the neighborhood with no passengers. If it is a service that the City feels they have to provide then maybe it should be cut back to running every hour or every two hours, it seems like they currently run every 15 minutes. If it still does not increase riders per trip the City should consider eliminating this route.
- 3) Please do not re-route Orbit to Fillmore in Tempe. This street already is heavily traveled and also has recently been a haven for homeless and some questionable people who would be encouraged to wander even more with Orbit a route. Please! No Orbit on Fillmore! I live on Taylor, one block from Fillmore and have been concerned repeatedly about the caliber of individuals migrating to my street. Thank you,
- 4) In my 6 years of being in business I have struggled. My downtown location in 2003 almost broke me. Rent was too high and I didn't get the community to come. I moved to Hardy/University. I was there for 4.5 years then the landlord just did not want to give me a break with the slowing economy so she told me she was done with Curves. I have now opened now for the 3rd time on Hardy/Broadway. Rent is good there the owner of this complex is great. #1. I was told today that the blue bus Venus might go away. I hope this is not true I have some many ladies that now ride this bus, including my blind member, to workout. I am starting to gain lots more retired ladies that their health plan covers. I need Venus to continue in my territory. The territory is east to west-101 to 153. North to South- 202 to 60. I am planning to really hit the advertising "on the orbit route" Please tell me this is not true. All the ladies love this bus to bring them to Curves in North Tempe. #2. I understand that having a banner is only 30 days within the business? I paid to hang my banner in front of my Curves now on Broadway. Do you know that is the single most effective thing in 6 years that had such a good response. I have since paid for another 21 days. I really wanted to advertise in November that my Curves is getting the Smart machines. It is a computer that is connected to each machine that tell the lady if she is getting an effective workout. Since I have used up or will by Oct 9th or so I don't have anymore time for banners until next year. I have got to hit my advertising very hard so I can survive. I would rather pay Tempe \$114 every month or so. Please extend this or keep this in Tempe's plan. Us small business's are really struggling. Maybe I should have closed up for good with the economy, but you know something I love Curves it helps ladies get healthy and fit. I also needed a job and I have 3 employees that love it also. Thank You so much for taking the time to read this. I did give your e-mail addresses to some of my members that ride the Venus Orbit to my club on Broadway/Hardy. Please help me stay in business.

- 5) I had a chance to meet with Leo and we would like to recommend a change to the proposal for Orbit in our neighborhood. (Mars route) Change would be to come down Hermosa like the new proposal, but turn South on Newberry and go to Riviera, go West on Riviera until you reach the intersection of Riviera and Bonarden. Turn North on Bonarden to Hermosa, go East on Hermosa to Terrace. Turn North on Terrace to Southern. The reason we are making this request is as follows: We have neighbors on Riviera that are striving to be self-sufficient, but need more accessibility. We have a blind couple on Riviera that make use of public transportation daily; we also have a young lady that lives in the same area that is epileptic and is unable to drive and has to rely on others to get her places. The neighborhood has many senior citizens that would be accommodated by this route change. The Southwest Neighborhood Association is very appreciative of the concern that the City of Tempe is demonstrating in trying to accommodate our needs.
- 6) I strongly object to the proposed bus route and Orbit/Earth changes for the north Tempe area!! The proposal calls for elimination of both the #66 and #76 routes in north Tempe, which would eliminate 4 connections to light rail per hour. In addition, the proposal would cut Orbit/Earth service in half for north Tempe, and also make the connection to downtown & light rail much longer and more circuitous!! While I fully understand the budget pressures, I think it's bogus that north Tempe gets hit so much harder than all the other areas with these proposed cuts. I would expect that our Mayor's neighborhood would be treated more fairly!
- 7) We decided to send our comments before the upcoming meetings. Our family uses Orbit Jupiter to commute to campus (about 1.5 mile). The service is important to us, however we have some comments and realize that most of them will be difficult to address given the existing constraints, but anyway here they are: The main issue is a long waiting time. When we take Orbit, we budget more time than for walking all the way to school. This is because it is not unusual to wait 30 minutes for the next bus, but then the bus often comes full especially during the rush hours. It is also common that after a long wait 2-3 buses come together. There is probably a reason behind it, but we don't understand why the bus route is not straight: Jupiter turns into the side streets in the South-East when it would only take 2-5 minutes for people living there to walk to the main road. This slows the service significantly. If the bus could simply follow, say, Rural and College and Southern, I would estimate that the time will be cut in half.
- 8) I have a suggestion on Route 77- Baseline let cut service on this route to match Phoenix frequency on weekdays and weekends. Route 77 Weekday (Monday-Friday) being been cut from 15 minutes to 30 minutes frequency on rush-hours. Route 77 Weekend (Saturday-Sunday) being been cut from 30 minutes to 60 minutes in Tempe. Give this Route 77- Baseline operations over to the City of Phoenix Public Transit Department to be operated by Veolia-Phoenix South Division because to closer to their yard.
- 9) We would like to speak in favor of the City of Tempe adding shuttle service from the Light Rail Station to Tempe Center for the Arts. We live in the far North Valley and would love to take Light Rail to Childs' Play Arizona performances this year. Our family is four adults and two children and we plan to attend all six plays. We take light rail into Tempe to eat out on occasion as well as to attend performances at Gammage. Many Thanks for your consideration,
- 10) Good morning, I just wanted to take a moment and tell you how much my family and I appreciate the Orbit that circulates through Tempe. We use it often when we attend different events. We heard that you are thinking of extending the Orbit to run to Tempe Center for the Arts. That is a wonderful idea. We would use it often as we see many Childsplay performances there as well as many others. Thank you again,
- 11) My wife takes light rail and route 62 to get to work at Warner and Hardy. Or she takes Hardy and Route 77 to get to work. The proposed change on route 62 will make her have to take light rail and two buses. Right now you need to be adding service and not reducing bus service. You can barely get anywhere in the Valley. People work more than 9 to 5 on weekdays. Look into revenue generating ideas instead of cutting service. FOLLOW UP CALL: Wife can take light rail and transfer

to route 65 to get to Warner and Hardy under proposed changes. She will not have to take light rail and two buses.

- 12) We are writing to comment generally on the Orbit service and to make some suggestions for its improvement that will not fit in the comment form you have posted online. These comments and suggestions apply to all the Orbit routes, not any one in particular. We are regular users of the Orbits and agree that they have improved transit in Tempe, but we are increasingly frustrated by the inefficiencies and service problems that plague the system. As nice as the circulators are, they are not very reliable or predictable, which greatly reduces their utility. The biggest problem is that they are often behind schedule. On the Jupiter route, for example, the gaps in the schedule can be as long as half an hour. If the vans are full and running behind schedule, it can be even longer than half an hour before you finally catch a van. Bus service this unreliable is not useful for commuting or any other kind of journey where time and schedule are important. If the schedule frequency on some routes is reduced to half-hour intervals, this unreliability could become an even bigger issue. Another problem is the unpredictability of where drivers will stop. There is no consistency in where they will stop when they are near a major intersection or school zone, so it is hard to know where to wait for the Orbit or where you will be let off. When you are riding the Orbit and ring the bell for a stop, you never know if the driver will stop immediately, in half a block, or at the next corner. Finally, the Orbits are often crowded by riders who decline to sit down and instead ride standing up, even when there are open seats. When riders are standing in the aisles, it makes it much harder and slower for other riders to get on and off. And it sometimes results in the driver refusing to take additional passengers on the mistaken notion that the van is full, when in fact there are still seats available. To deal with these issues, we would suggest the following service changes: • Establish fixed stops and end the practice of letting riders board anywhere they want to. This will go a long way toward improving the Orbits' on-time performance, and it will end the uncertainty about where to wait for the vans and where you will be let off when you ring for a stop. • Post a notice inside the vans asking riders to take seats when they are vacant, and train the drivers to ask riders who are standing up to sit down if there are any available seats.
- 13) I am writing about the possible re-route of the Orbit transit onto Fillmore Street, and would like say that I completely disagree with the re-route. Fillmore Street is already too heavily travelled and re-routing it would only add to the problem. I have also noticed an increase in the homeless since the start of Orbit and fear that it will continue to increase if orbit is re-routed to a heavily residential street. I live a block away and have an 11 year old who has family on Fillmore, and I do not want to be anymore worried about him than I already am.
- 14) I live in Marboro Park at College and McKellips. The proposed earth route will take a lot longer to get to downtown Tempe. Won't use it now to get to light rail. It will add 15 minutes to commute. Won't be here for next public meetings. The web site is very user friendly.
- 15) I am traveling on business, and will be out of town for several weeks. I was not able to attend the meeting on the proposed Orbit changes on September 10. I use the Orbiter that runs up and down Roosevelt frequently to get to the light rail, and from there to the airport and to downtown. As a professor in the School of Theatre and Film at ASU, I know that the combination of the light rail and the Orbit buses has made life much more efficient and manageable for many of our students, and the regularity and frequency of its service has been the critical factor in getting them (and me) to rely on it. While I don't generally use it to get to ASU/work (I ride my bike), the service is critical when I cannot ride my bike, such as airport trips, inclement weather, or other business in which I don't want or can't use my bike. I hope that there are no planned changes that would affect the frequency of this service. It's a great benefit to Tempe, and something I brag to my friends in NYC and elsewhere about. As the piece about Light Rail's success in the front section of the New York Times on Sunday showed, our rethinking of transport is putting us on the map.
- 16) Today, a friend of mine and I were sitting on her front porch in the 700 block of busy E. Fillmore. She has been worried for a long time about the heavy traffic and safety of the many Tempean children and families living in Concord Village and on her side of Fillmore.

My friend does not have a computer and when I told her how much I appreciated your response to my letter of September 17, she asked me to email you regarding her concerns. Fillmore, she has observed, has pedestrian transients, speeders traveling hell-bent from College to Scottsdale Road, frequent auto transport vehicles and suspicious cars-vans parking (sometimes only briefly) at all hours of the day and night! To add an Orbit Route, she strongly believes, would be dangerous. Fillmore is not a business district; it is residential and our Mayor Hugh Hallman strongly advocates neighborhood strength, support and protection! This executive philosophy has always been a source of community pride for the majority of Tempe citizens! Please! Keep Orbit on major thoroughfares and not on Fillmore! *(Note- Staff contacted said individual to confirm comment.)*

- 17) I am writing concerning the Orbit Venus. I just recently moved to Tempe because it is close to where I work and do other activities. I was disappointed when I heard that you were changing the Venus rout. I ride the Venus From Mill and 10th to Broadway and Hardy and back. Your change will cut off my rout and many other people. One of the drivers of the Venus told me that Broadway and Beck and Broadway and Roosevelt are where he picks up the most people. Please do not make this change.
- 18) Below is an email that went out to some community residents last week, day after the fun meeting you were called nice names at, ha! Anyway's I just wanted to give you heads up what residents are talking about. Basically they don't want their kids changing busses at the library to get to Mcklintock HS, they want to keep it the same. Of course they could send their lovely kidos to THS where they would be able to walk or ride Jupiter up college to get there but we all know that diversity issue. I think the orbit is a wonderful program and want to make sure whomever is in charge that the residents west of Rural are completely satisfied with what the city is doing. Who would I direct a letter to. Hi all- Last night the City held the first of 3 mtgs re cutbacks to Orbit & bus service. They are seeking input as to the proposed changes. Just under 8 million needs to be cut over the next few yrs. While I think the staff has done their best to make changes that will trim back service so as to affect the least number of riders, Jupiter riders west of Rural, that currently take the Orbit to McClintock High should note that they will need to change buses at the library and catch the Mars to get to school. In addition, there are changes to the frequency of service. There is also a proposal being considered for a modern street car to run on Mill Ave south to Southern Ave. While I can't explain the details of it in an email, it is also worth looking into since the funds to operate this new service would have to come from the same pool of money that funds the Orbit and bus system. Info re this is on a flier titled "Tempe South." There's too much to explain in a simple email, so go to tempe.gov - click on "city depts" - "public wks" - "bus/transit" until you get to the maps and info re the changes. The City definitely does listen to the input from citizens, so if you have a concern, either go to one of the next mtgs - Sat, Sept. 12 - 10 a.m. at the Transit Ctr or Mon, Sept. 14- 6 p.m. at the Pyle Ctr. -or- comment on-line. Staff and the City Council need to hear from us to make the best decisions for everybody.
- 19) This input is probably not very important, but we see very little return on our investment in Tempe's public transport. The Orbit buses do NOT cruise through our neighborhood; they stop short of Southern and we are at Baseline & McClintock. I've been part of an ASU research program for the past year and 2 of our number have driven to the Tempe library where they take the Orbit up to the garden. A neighbor and I drive ourselves. If Tempe wants mass transit, the city will fund it and be sure it is successful. Tempe has not done much about this. When I lived in England several years ago, that didn't seem to be a problem and it kept cars off the streets. Think about it.
- 20) I now have seen the posting in the paper about the Venus route has been cut of at 13th street. My new location which I was planning to advertise on the Orbit route has stopped ONE BLOCK from my location..... Come on how much extra would it take to drive one more block? I might be missing something here. I am sure you all have gotten some

responses from some of my members. Curves is here in North Tempe to help the community get healthy, did you know that? Help me out please.

- 21) Jupiter; Negatively; Yes; Between 51 cents and \$1.00; I take Jupiter Back to Meyer School on T-Th and it takes 30-40 minutes each way. According to the route changes – I will have to pick up Mars at the library, which could be a 30 minute wait, although the ride would be shorter from the library to Meyer (and back). I would, on my return trip, then have to wait at library for Jupiter bus forward. What this means is I will no doubt drive my car or bike to Meyer from Jan. 2101 on (to volunteer for the experience Corps).
- 22) Please keep or orbit Venus bus running. we have owned corner house w15th street and Wilson since 1997. I am an asu graduate and now my elderly mom lives with and takes orbit to curves. She is 69 yes old and with out this bus she won't be able to get there to work out. We don't have a car. Plus with light rail being kind of far for students and locals in neighborhood. Orbit Venus makes it easy for us to be in the whole loop of the city of tempe much easier. We depend on this fun exciting modern addition to the city and only ask that you have the same consideration for us living in the Venus rotation as u do for others that get transportation in other orbit regions :)
- 23) Too many drop offs in my yard. There is a systemic problem with the Orbit. Up and down the street people are dropped off in yards. Drivers do not care. It is becoming a volatile issue at this point. Saturday morning driver is a problem. I chatted with a women dropped of in my yard – she does not understand why they stop there either – she stated she would be upset also. The Orbit contributes trash in yards and along the street. I do not understand why the bus can not pull forward so the door opens two feet beyond the curb. They stop at the corner anyhow and block the view of drivers – so what does a few feet matter? The bus makes many very dangerous stops – for example, the Orbit stops literally right around the corner of Roosevelt and Broadway. It is only a matter of time before this dangerous stop creates an accident. I must admit, there is no way I can support the Orbit. As the Clarkpark chair, I discourage support. The drivers often speed, they don't respect the neighborhoods, and they create blight. Tempe is not a safe or friendly place to raise a family. Thanks a lot.
- 24) Mars; Yes; 50 cents to \$1.00; I do not have a car so use the bus to get me to several shops and I like the freedom to go and come when I want to and not depend on Friendship Village Transportation. I would suggest maybe changing the timing schedule - maybe 8 – 3 or 5 p.m. I only use it mornings.
- 25) 76; Positively; Yes; Between 51 cents and \$1.00; The elimination of route 76 will affect me very much in going to my allergist. It will be a long walk if I have to get another route. This is out of topic, but comments about the conduct of some passengers – putting their feet up on the seat (very unsanitary) and if the have comment just keep it to themselves or call the attention of the driver/operator. For the drivers – please wait for the passenger to be seated before starting to drive. Some passengers may look younger but they are already aged (seniors) and they have problems with their knees and back.

Public Comments submitted online through Sept. 30, 2009

Grammatical errors were not corrected.

Questions from form:

1) Which route are you commenting on?

2) How would the proposed change affect you?

Positively

Negatively

Not At All

3) In the future (i.e., 2011-2012), would you be willing to pay a fare for Orbit to prevent service reductions on Orbit?

Yes

No

Not Sure

4) If you answered yes in question 3, what would you be willing to pay per trip?

Between \$0 and 50 cents

Between 51 cents and \$1.00

Between \$1.01 and \$1.50

Between \$1.51 and \$1.75

5) Please describe how the proposed route would affect you? Also, include any general comments you may have about the proposal.

1	Orbit Earth	Positively	Yes	between \$1.01 and \$1.50	Agree whole heartedly with the new proposal; it removes traffic from neighborhoods.
2	Orbit Earth	Positively	Yes	between \$0 and 50 cents	I Feel The New Route Is Great. Maybe My Kids Can Play In The Front Yard Without Some Of The Weird People Who Ride The Bus Trying To Talk To Them Or Asking Them For Something To Drink. Thank You
3	Orbit Earth	Positively	Yes	between 51 cents and \$1.00	if it saves the taxpayers dollors im all for it.
4	Orbit Earth	Negatively	Yes	between \$1.01 and \$1.50	It would significantly increase the amount of time it would take for me to get to ASU. Every 30 minutes would also be highly inconvenient. I rely on the convenience of it running every 15 minutes. If this change is made I will not be riding the Orbit Earth anymore.
5	Orbit Earth	Positively	Yes	between 51 cents and \$1.00	I THINK THE ROUTE CHANGES ARE GREAT,AND WOULD BENIFIT ALL RIDERS,I ALSO FEEL CHARGING A FEE,WHATEVER IT MAY BE WOULD HELP KEEP OFF PEOPLE WHO JUST RIDE IT AROUND TO SLEEP AND GET OUT OF THE HEAT.
6	Orbit Earth	Positively	Yes	between 51 cents and \$1.00	I BELIVE THE NEW ROUTE WOULD BENIFIT THE RIDERS AND THE NEIGHBORHOODS THEY GO THRU.CHARGING A FARE ALSO MIGHT KEEP SOME OF THE PEOPLE WHO JUST RIDE IT AROUND TO GET OUT OF THE WEATHER AND GET SOME SLEEP OFF.THANK YOU.
7	Orbit Earth	Negatively	Yes	between 51 cents and \$1.00	The reduced schedule will result in my purchase of another vehicle to clog up the streets. My wife and I have successfully used only one

					vehicle over the past ten months. I use the 66/earth to catch the rail to work once a week and she uses it the rest of the week. This is a step backwards for Tempe and we don't want to be reliant on two vehicles again.
8	Orbit Earth	Positively	Yes	between \$1.51 and \$1.75	i do not like the bus on my street(sunset dr).its noisy and riders leave lots of trash in my yard.
9	Orbit Earth	Positively	Yes	between \$1.01 and \$1.50	I THINK NEW ROUTE IS AN IMPROVMENT AND CHARGING A FARE WILL HELP OFFSET THE COST OF PROVIDING THE SERVICE.
10	Orbit Earth	Negatively	Yes	between \$1.01 and \$1.50	Reducing the frequency from every 15 minutes to every 60 minutes on weekends and late-night weekdays would be similar to having no service at all. I think this change is horrible for citizens who plan to visit Old Town Mill and want to avoid driving. We use the Earth Orbit often and it is well utilized. I think this would be bad for business. In addition, we use the Orbit to connect to the light rail for commuting, which would no longer be possible with confidence.
11	Orbit Earth	Negatively	Yes	between 51 cents and \$1.00	i am all for the new route,i think it is so much better than the current route.it keeps it off my street but is still so close that i can walk to it and get to where i need to go.

12	Orbit Earth	Negatively	Yes	between \$0 and 50 cents	<p>Orbit Earth proposal for 60 minute interval on weekends to/from Tempe Marketplace would be inconvenient and uncomfortable much of the year. Please note Orbit passengers at all route locations except the Marketplace must wait unsheltered in the heat/weather (unlike bus passengers). The map does not indicate directions of travel. It appears that it would take me longer to get from Continental to Bridleweath (North Tempe Multigenerational Center). Please provide a clearer indication of proposed changes, with directional indicators. I have seen college-aged passengers at the Marketplace with Target groceries taking the Forward Earth south. Wouldn't they be cut off by the proposed route? Aren't there a lot of dorms/potential passengers in the McClintock/University vicinity? If fares were imposed, I would patronize Tempe Marketplace much less often. Perhaps it is comical, but saving the equivalent of \$3.50 with Orbit Earth transportation has been my justification for shopping there. I budget with day passes not a monthly pass. Postscript: about fares. I have been a Valley Metro passenger for 10 years. I have watched fares slow down buses as passengers did not get the money out before boarding. I have watched women search through their handbag for loose change. I have watched passengers line up in and outside to get on the bus, wait with the door open and the heat pouring in, as we navigate the fare boxes which sometimes were not working. What I'm saying is think long and hard about all these aggravating details before going to a fare system. Orbit Earth is not slowed down by fare paying and I think this is perhaps contributing to its excellent on-time record. I don't relish changes to 30 minute intervals. But I do think they may be preferable to fares. I love Orbit Earth because it is a different kind of transportation. Not like the bus.</p>
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					Like a community van, it's cozier, like a cross between a taxi (with no fare) and a family car. It's what community and neighborhood is about. It's Tempe. Thank you for the Orbit Earth system. It is reliable, convenient, and pleasant. I brag about OE to other valley residents and visitors. It is far superior to Scottsdale's trolley system which does not adhere to reliable time points. It is far superior to Valley Metro because it is cleaner, more reliable, pleasant, and has great operators.
13	Orbit Earth	Positively	Yes	between \$1.51 and \$1.75	I LIKE THE NEW ROUTE.
14	Orbit Earth	Positively	Yes	between \$0 and 50 cents	Agree with new proposal it removes problems within the neighborhoods.
15	Orbit Earth	Negatively	Yes	between \$0 and 50 cents	Please service the south side of Southern at McClintock. I have 2 kids attending Connolly Junior High and I live on the south side of Southern and they are depended on Mars to get to and from school.

16	Orbit Earth	Negatively	Yes	between 51 cents and \$1.00	<p>The north Tempe neighborhood is really getting screwed with the proposed changes! Both the #66 and #76 bus routes, which currently provide direct connections to the light rail from north Tempe, are eliminated in north Tempe in the proposed changes. In addition, you're proposing to both reduce the frequency of the Orbit/Earth connection to light rail, and to make it a longer and more circuitous route to downtown Tempe. y neighbors & I would be losing 6 connections to downtown Tempe per hour!! Please explain how these proposed changes were decided upon, as north Tempe sure seems to be suffering a disservice! Also, why not make Orbit fares part of the "all day pass" used for other buses and for light rail? And why does Orbit frequency always have to be divisible by 15 minutes? Why not reduce them all to 20 minutes instead of leaving some at 15 and others at 30?</p>
17	Orbit Earth	Negatively	Yes	between 51 cents and \$1.00	<p>I attended one of the meetings and am very thankful for the opportunity to comment. While I understand that transit costs are "by the mile", I think the "productivity" calculation used for comparing routes unfairly punishes north Tempe. Both the Earth and #66 routes must cross the lake, and large portions of those routes are thus deemed "unproductive" by the calculation. It's not fair to punish north Tempe residents just because our neighborhood is geographically removed from the downtown area and the rest of Tempe.</p>

18	Orbit Earth	Negatively	Yes	between 51 cents and \$1.00	The proposed changes to the Orbit/Earth route would make the service almost useless for north Tempe residents. We use the service primarily for trips in which we must get across the lake to downtown or to light rail. The proposed changes would make the trip much longer. Also, making people wait 1/2 hour in the heat would decrease ridership substantially. The only way 1/2 hour intervals would work is if the Orbit had scheduled stops like regular city bus routes, such that people could minimize their waiting time. The proposed changes to Orbit/Earth, as well as the elimination of the 66 bus in north Tempe, would force us to drive instead of using mass transit.
19	Orbit Earth	Positively	Yes	between 51 cents and \$1.00	Exceptional proposal it adverts all traffic into commercial thorough fares.
20	Orbit Earth	Positively	Yes	between 51 cents and \$1.00	i think the new routeing is fine.i ride it but don` t mind walking a block to ride it from were i live now.

21	Orbit Earth	Negatively	Yes	between \$0 and 50 cents	<p>I ride the Orbit Earth daily to and from the intersection of Saguaro Drive and Sunset Drive to Downtown Tempe. On weekends I also ride to downtown Tempe or Tempe Marketplace with my family. Currently, the frequency of the bus and the walking distance from my residence affords me the convenience of trips to and from work in the mornings/evenings and occasional lunchtime travel. The proposed route and frequency changes will effect how often I use the Orbit. I will probably drive my car more during the week and I will not use the Orbit at all on the weekends (especially to Tempe Marketplace since there will be no stops convenient to my residence). I am disappointed about routing the bus off Sunset Drive. I am aware of several riders that utilize the bus within the Cavalier Hills Neighborhood that will not be served. I understand the reasons behind the route adjustment. I am more concerned with the frequency on Weber Drive between Miller Rd and downtown Tempe. The 1/2 hr frequency weekday/1 hr frequency on weekends is not convenient. Even if the times are posted....keeping the bus on schedule will be difficult or impossible. Under the current system if the bus is running ahead of schedule (which often happens) it is not a major inconvenience to miss a bus because another will arrive within 10-20 minutes. I recommend maintaining the frequency on the entire route to 15 min. intervals daily.</p>
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22	Orbit Earth	Negatively	Not sure	between \$0 and 50 cents	<p>PLEASE don't change the frequency of the trips of the Earth connecting to downtown Tempe. First, the Earth is already very crowded on weekday mornings with students leaving for ASU. I often put my bike on the racks, and many times I've had to leave my bike at the stop or wait for the next bus because the racks are full. Because the Earth stops at the transit center and does not extend further south into Tempe, I ride my bike further south to get to work. When I cannot take my bike, I have to catch a second bus, often extending my trip by 30 additional minutes. As it is, it often takes me over 40 minutes to get the 3 miles to work from my house just north of the lake. If the frequency of the route changes, it could be over an hour to get 3 miles away! Second, please consider that as an alternative commuter, it is more difficult to reach destinations in downtown or south Tempe due to Tempe town lake. I often ride my bike, but when it is raining or very hot I depend on the buses to get me around. The lack of roads that cross the lake add between .5 to 1 mile to my trip since I have to go to Mill Ave or Rural Rd to cross the lake, and then back towards College Ave when I get around the lake. With the hazardous conditions the 202 widening project has created for pedestrians and bike-riders on Rural, it is even more essential to help residents get across Tempe town lake. The lake is lovely and creates much needed public recreation areas in Tempe, but please help those north of the lake connect to the city's center by keeping the bus routes connecting the two areas frequent and free!</p>
23	Orbit Earth	Not at all	No	between \$0 and 50 cents	<p>First and foremost, I am speaking from a general point of view regarding all of the proposed service changes for the north Tempe area (that is why I picked the Orbit Earth route to comment on). Although I do not regularly ride routes 66 and 76 anymore (my main route was route 44 from PV to</p>

					ASU), I wanted to make a suggestion that would affect both Tempe and Scottsdale. My suggestion would be to combine the Neighborhood Trolley and the Orbit Earth to provide a loop from downtown Scottsdale through south Scottsdale and North Tempe to downtown Tempe. I feel that for continuity reasons it would be better to run the Orbit Earth from Tempe Marketplace to downtown Tempe rather than replace it with route 62 (although I am guessing that the reason that this is being done is to charge a fare between downtown Tempe and Tempe Marketplace and reduce some service). The most challenging thing that I see in this case is coordination with Scottsdale and whether the route should use the Scottsdale trolley vehicles or the Tempe Orbit vehicles (I would guess that the former would be used since most of the proposed route would be in Scottsdale).
24	Orbit Earth	Negatively	Yes	between \$0 and 50 cents	Of all the changes I have seen on this page, this is the only one I can truly call FLAT-OUT STUPID. Let me get this straight: the city needs all the revenue it can get. Tempe Marketplace is the biggest draw we have for sales tax-related purchases. And the bright idea here is to remove the easy, FREE way to get people to that mall and spending??????????????????? Bus prices have already been jacked up to the point that the working poor can barely afford to ride. Saying the new route 62 would take people there is a joke. You aren't just taking away people's incentive to shop at Tempe Marketplace- you're also hitting them for at least \$3.50 for the privilege to do it. This just makes no sense whatsoever.
25	Orbit Earth	Positively	Yes	between \$1.01 and \$1.50	
26	Orbit Earth	Positively	Yes	between 51 cents and \$1.00	i only rid it a few times a year but think new route is fine.charge a fare and it will keep homeless people from just riding around.

27	Orbit Earth	Negatively	Not sure	between \$0 and 50 cents	<p>The proposed change to the Earth route would have a significant negative effect on my riding the Orbit. I live in North Tempe and work at ASU. In August of 2008, I gave up my parking pass at ASU and started taking the Earth from my house to the Tempe Transit Center and walking to work from there. In general, the trip from my house to work using the Orbit takes me about 30 min (including time spent walking). This is not much more time then the time it takes me to drive my car, park in the lot and walk to my office. Although it is somewhat less convenient than driving myself, I have been very satisfied with commuting on the Orbit. However, there are two major issues with the proposed changes to the Earth Orbit. First, the reduction in service from every 15 min to every 30 min. The orbit buses do not run specifically on time at points along the route, so sometimes they run early and some times late. Currently if the bus goes by early so that I miss it or if there is a problem with the bus, another bus will be by within 15 min so that my schedule is not affected too much. Under the proposed changes, I would need to wait for 30 min (or possibly somewhat longer) before the next bus would come by. This delay for my trip into work would have a significant effect on my schedule. In addition, there is no shelter at the bus stop making waiting for 30 min in the hot sun intolerable for much of the year. The second issue is that the proposed route change would significantly increase the amount of time it would take the bus to get from my stop to the Tempe Transit Center. Currently this takes about 15-20 min, but the proposed route would have the bus traveling east across Scottsdale Road, and back through the neighborhood before continuing on to the Transit Center. Although a time estimate was not available for the trip when I called, I believe that this would increase</p>
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					<p>travel time to about 30 min each way instead of 15 min. Again, this makes commuting via the Orbit much more time consuming and burdensome and I would probably go back to driving into work every day. It seems to me that many of the people that ride the Earth are other staff and students commuting to and from ASU that would also be negatively impacted by having to ride back through the neighborhood east of Scottsdale Road instead of just heading for the Transit Center. I was not clear to me why the Earth buses did not just make a run from Tempe Market Place, through the neighborhoods, and over to the Transit Center. Another option for me would be to ride the 66 bus back and forth. However, the bus only runs every 30 min furthermore, the discounted ASU cost for a bus pass is still \$390. Given that this is more than some of the parking permits available to park on campus, it doesn't seem worth the loss of time, the reduction in convenience, and the cost of riding the bus. I attended the Orbit public meetings held in the spring (June?) at the Transit Center. I was surprised when I saw the proposed Earth route, as it looked nothing like the suggested route that the people at that meeting appeared to agree on. The main concerns that we were asked to address at that meeting were issues with people not wanting the bus to run by their homes due to noise and/or bad behavior by people riding the Orbit. If changes need to be made due to budget cuts (it should have been apparent that the budget was a concern even in June), we should have been asked to address those issues as well. One cost saving measure would be to have the drivers turn off the Orbit buses when they are stopped for more than 2 or 3 min (when they take their break at the Transit Center, for example). One of the reasons I chose to buy a home in this area was the availability of convenient</p>
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					public transportation into ASU and the light rail station.
28	Orbit Earth	Positively	Yes	between \$0 and 50 cents	Finally a proposal that's sensible and alleviates all problems within the subdivisions.
29	Orbit Earth	Negatively	Yes	between \$0 and 50 cents	I am a student at ASU who rides the Orbit Earth in order to get to Tempe Marketplace. Currently the Orbit comes every 15 minutes, every day. The proposed switch would change that to Route 62, every 30 minutes except during rush hour. Every 30 minutes is too long of an interval for the Tempe Marketplace route. It is also quite long for college students who get out of class on campus that then take the Orbit to apartments down along University. That interval should be shortened to 15 minutes because that particular stretch to and from Tempe Marketplace is an incredibly high-traffic route. It is also incredibly inconvenient having to plan a trip to a mall around a longer wait (like waiting for the 60-minute intervals to the Fiesta Mall on the one weekend day 104 runs). I don't particularly mind having to take

					route 62 instead of the Orbit bus as I have an ASU U-Pass. I would not be willing to pay for Orbit trips separately but as long as the U-Pass could be used I would be okay with it.
30	Orbit Earth	Positively	No	between \$0 and 50 cents	The change in route would be a huge relief. I originally supported the Orbit in our neighbourhood, even scoffing at those residents who fought to keep the bus out of their neighbourhood because of problems they thought it might cause. I now understand why citizens will fight so hard to keep the City from trying new ideas. Once the City puts something in place you are stuck with it unless you have enough political power to force a change. We have endured abuses to our property and disrespect that I won't detail here, but let it suffice to say, few things would make me happier than having the bus off of my street. I will not miss it at all and will actually be more likely to ride it in the future. Please make the route change as proposed at the most recent city meetings.
31	Orbit Earth	Negatively	Yes	between \$0 and 50 cents	Service every 30 minutes makes the service very impractical. We love to use the Orbit bus because it's service is frequent and reliable.

32	Orbit Earth	Negatively	Not sure	between \$0 and 50 cents	<p>This latest plan for Orbit Earth is an absolute nonstarter. I'll try to avoid flaming you to a crisp, but it won't be easy. (These comments are long, but there's a lot of material here. Please read it all.) It is WRONG for you to RUIN Orbit for all of Cavalier Hills just because of a few bad-apple riders and a few noisy (sometimes to the point of being tiresomely whiny) complainers (especially that über-kvetch at the south end of Sunset), no matter how legitimate their complaints may be (and not all of them are, in my judgment). Besides, if you will remember, during the last round of meetings, SEVERAL people on Cavalier said they WANTED Orbit to CONTINUE to run on Cavalier -- and since I live near Cavalier, I'll add my voice to theirs. I said I was willing to compromise; I didn't say I was willing to be SCREWED out of Orbit service entirely -- since I'M PAYING FOR IT -- but that's pretty much what you'll do if you implement these completely inconsiderate changes, in which case you will be what was called, in less Politically Correct times, an "Indian giver."</p> <p>One of my principal uses of Orbit is to go to downtown Tempe, so your plan to halve (worse, on weekends) the frequency of service thither hurts. If I'm interpreting the map right, in order to get there, I will have to either a) board at Scottsdale and Lilac and ride around the area between McKellips and Continental before finally heading where I'm going, or b) walk all the way up to McKellips (at either Cavalier or Scottsdale) -- doable (3-4 blocks) but not a desirable prospect in the hot 75% of the year, and so easily avoidable if you just KEEP Orbit in the NEIGHBORHOOD where it BELONGS! It's ABSURD to have to go to, even cross, a major street to board a NEIGHBORHOOD circulator! A second major use is to go to and from North Tempe Multi-Generational Center in hot weather,</p>
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					<p>because Orbit provides door-to-door service. (It's a 10-minute walk, no problem in cool weather, but even such a short walk can cause heat stress when it's hot, as it is most of the year.) If I have to walk the equivalent of halfway to the Center to catch Orbit, what good is Orbit? Very little. Don't waste tax dollars on something that is very little good; spend them where they do good, by keeping Orbit in my NEIGHBORHOOD! One other thing I'm concerned about is connecting with Orbit Jupiter downtown. It's bad enough that with the current schedule, Jupiter Back leaves TTC just *before* Earth Back gets there, meaning I have a long hot layover waiting to catch the next Jupiter Back. 10 chances out of 9 the new schedule will mean a longer delay. As I said to Greg Jordan once, I greatly appreciate being able to get from almost-in-Scottsdale to the Tempe Library, for free, with only one transfer; that is a significant amenity, and doesn't Tempe want to pride itself on offering amenities - rather than taking them away, as you are proposing? I'm especially worried about the connection on weekends, because I have a once-a-month meeting at Pyle Center at 9:30 AM on a Saturday, which I usually go to via Earth and Jupiter, and I'm not sure it will even be possible to get there on time with the new schedule – leaving two unpleasant alternatives: drive through that nightmare of Rural Road around ASU, with traffic signals every block; or pay to ride route 72, and still have to walk a couple of blocks over to Pyle Center. I'm a loyal rider. I don't ride Orbit every day, but I'd say I do ride it every week, usually more than once. Therefore I would still STRONGLY PREFER to have Earth go by my front door, as it does now, not only for the convenience but also because this way I can know, without leaving my house, when it goes by -- so I don't</p>
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					<p>go out and wait in the heat if the bus I want has gone by way early, which has been known to happen. The net effect of the proposed change would be WRECK Orbit for me and kill Orbit ridership in Cavalier Hills, thereby pushing a whole bunch of people back into their cars to create more pollution and traffic congestion and curse the city government; presumably your plan is to use the resulting reduced ridership as a manufactured excuse to kill Orbit altogether. I guess your plan to shaft the barrio south of Weber by depriving it of direct service is for the same reason. This is a NEIGHBORHOOD circulator; it's supposed to serve NEIGHBORHOODS! Note that this plan will also discourage me and a good many more people from riding Orbit to Tempe Marketplace and spending money (and sales-tax dollars) in Tempe. You don't want to do THAT, do you? If the problem is a few residents at the south end of Sunset being displeased about a few jerks using their yards as restrooms, can't the city make them a grant to put up a chain- link FENCE to keep those idiots out? Budget Truck Rental at the foot of Sunset is a successful business, been there for quite a few years; why don't you tell the manager there to turn loose of a few bucks to put up a FENCE at the property line for the same purpose? If these fence proposals were implemented, you could keep Orbit on Sunset -- in the neighborhood, where it belongs -- and still eliminate complaints about riders' abuse of property adjoining the route. Don't let a few loud-mouthed complainers RUIN a GOOD THING for the rest of us! (One alternative: If most of the complaints are from Sunset south of Hancock, reroute Orbit so it skips that segment but stays on Sunset between Hancock and Cavalier. That's the stretch that's important to me.) If the problem is that there's no sales tax</p>
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					<p>base in north Tempe to pay for Orbit: well, how many years have we been without a drugstore north of the river, with the city apparently doing nothing to encourage one to open? Why is the only supermarket north of the river a smallish one with somewhat limited selection geared toward Hispanics (though I, an Anglo, shop there sometimes because it's in walking distance), while the nearest "real" supermarket is in Scottsdale? Why did you allow the fast-food restaurants at Scottsdale and Curry (especially Jack-in-the-Box!) to build with impossible parking, thereby discouraging people from going there to provide Tempe with sales-tax revenue? These are Council issues, of course, not Transportation Department issues; but you see how all of these interconnect. Anyway, the latest plan pretty much DESTROYS Orbit Earth as far as I'm concerned; I give it 100% THUMBS DOWN. If the Council approves this disaster, and I'm still here at the next election, I would expect to vote against every council member who votes for this change. See, I don't care that Orbit is officially funded by sales-tax revenue; as I see it, money is money; I fork over a chunk of money to Tempe every month and a BIG chunk partly to Tempe twice a year when property tax comes due, so I feel I'm more than paying for this service, and if you take it away from me you're THIEVES. Maybe it's time I just got out of Tempe, since it's going downhill like this. The climate is hellish anyway. I could (though I don't want to) be philosophical if Orbit disappears from my neighborhood; I could say, "Well, it was nice while it lasted, but all nice things die too soon"; but if you have any decency, YOU do not want to KILL something NICE! -- but that's what you will do (and, I hope, have bothering your conscience) if this Orbit proposal goes through.</p>
33	Orbit Earth	Positively	Yes	between 51 cents and	The proposed route is excellant; it

				\$1.00	cuts down on travel time and is very convenient; it also relieves the burden on neighborhoods and residents; eliminates traffic problems and noise. Exceptional idea, please follow through with this new route system.
34	Orbit Earth	Negatively	Yes	between \$0 and 50 cents	By eliminating a direct Orbit route from TTC to Tempe Marketplace you make a long trip even longer or more expensive since the only direct route will be via Route 62. This is a big inconvenience for the many, many people who take the Orbit from TTC to Tempe Marketplace (every time I take the Orbit to Tempe Marketplace the bus is jammed full).
35	Orbit Earth	Positively	Yes	between \$0 and 50 cents	
36	Orbit Earth	Positively	Yes	between \$0 and 50 cents	I LIKE THE FACT IT GETS IT OFF MY STREET(N.SUNSET),BUT IF I WANT TO RIDE IT I JUST HAVE A 1 MIN. WALK DOWN THE STREET.
37	Orbit Jupiter	Negatively	No	between \$0 and 50 cents	The scheduling makes it difficult to impossible to attend ASU football and basketball. 10PM is an unreasonable time to quit running on weekends. The scheduling as proposed will put more ASU students in their cars going from apts to campus. This isn't a good thing at all. How can our less fortunate communte from the Salvation Army, to the library and then up to ASU for a nap in the hedges? By the way they are, in general, more polite than highschool riders.
38	Orbit Jupiter	Negatively	Yes	between \$1.01 and \$1.50	
39	Orbit Jupiter	Not at all	Yes	between \$0 and 50 cents	We love the service provided by the Jupiter and are using it more and more. We would be willing to pay no more than 50 cents per ride, otherwise, we may as well drive. If the proposal is to increase more than 50 cents I believe you would see less people riding the busses as it would no longer be a value.
40	Orbit Jupiter	Negatively	Yes	between \$0 and 50 cents	I need 6:00AM bus on weekends to care for my ailing mother

41	Orbit Jupiter	Positively	Not sure	between \$0 and 50 cents	Not a comment on that. I tried to go to TEmpo from Alameda and College once. It was a disaster--over an hour and no bus. I missed my meeting. The wait in the sun is just too much. And no bench. Seniors don't stand too well, sometimes.
42	Orbit Jupiter	Negatively	Not sure	between \$0 and 50 cents	I take the Orbit to school and work everyday. It is an excellent service which helps make travel more affordable, helps the environment and builds a stronger sense of community. Please do not cut this service. If anything, the hours should be extended to late night/early morning. Consider offering the service for pay at off hours. If Orbit charged a small fee to run between 10pm and 2am, it could easily make up the shortfall considering the large amount of people looking for safe transportation home from Mill Avenue nightlife.

43	Orbit Jupiter	Negatively	Not sure	between \$0 and 50 cents	<p>The Jupiter (backward) shuttle has been my primary mode of transport to ASU for work and school. Over the past five years, ASU has limited parking options and raised fees about 400% - a typical on-campus parking pass now costs \$600-800 per 9-month school year. ASU has made these changes in large part based on encouraging faculty, staff and students to use more environmentally-friendly methods of transport to campus - such as buses, walking, and bicycling. For me, due to the nature of work and classes, walking or riding and storing a bicycle are not practical, and the nearest 81 bus makes it hard to get to campus in under an hour due to a transfer. On occasion, I have already experienced such heavy weekday ridership on the eastern leg of the Jupiter route that the coach was full and passed by my stop, or became so full that no additional riders could board close to campus. Although Jupiter has heavy usage and Mars somewhat lower, I hope that the City of Tempe carefully considers that for the current eastern half of Jupiter's route, replacing/sharing with Mars may make the route(s) even more crowded at rush hour, especially close to ASU, thereby eliminating its utility as an alternative to drive-and-park transportation for people in our area. Further, I believe that charging per ride would be impractical and goes against the ideas proposed when voters chose Orbit over a decade ago. With the "flag-stop" nature of Orbit, the time and hassle of paying/collecting fees will compromise the ease of riding and reduce access for many of Tempe's most economically challenged citizens.</p>
44	Orbit Jupiter	Negatively	No	between \$0 and 50 cents	<p>I would not be able to get from my place of residence to ASU, where I go to school. Also, I have no money so I couldn't pay for a fare.</p>
45	Orbit Jupiter	Negatively	No	between \$0 and 50 cents	<p>the idea of paying for a free bus is not something that i wish to think about myself. you made it free for a reason. if you have to pay for a bus</p>

					then why bother having the orbits when there are normal busses that go to all of the same places so if you propose a fee for the orbit you might as well get rid of it.
46	Orbit Jupiter	Negatively	Not sure	between \$0 and 50 cents	<p>We like to use Jupiter if we go downtown on weekends. The reduction in service to every half hour is a problem, makes it much less useful. Indeed, I had hoped it might go a bit later in the evening. One problem now, by the way, is that one does not really know the time at which service ends. The schedule says it goes to 10 pm, but what does that mean? That the last bus begins at 10 pm? From either end? Or that the last bus completes its route at 10 pm? The information people need is to know, e.g., when is the last bus that leaves downtown Tempe. The schedule does not tell you. My son takes the Jupiter to work on weekday mornings, and he also takes it to the light rail station when he has to go downtown. 8 am start time would be a little bit close for him. He doesn't need 6 am, but a little earlier than 8 am would be much better. My son has a monthly bus pass. If there were fares on Jupiter, I hope the monthly pass would apply to that as well. And, if one takes the Jupiter to the train station, there ought to be some kind of transfer pass so that riders do not have to pay separate fares for the train and for Jupiter.</p>
47	Orbit Jupiter	Positively	Yes	between \$0 and 50 cents	<p>No Orbit Route for South Tempe--- Need an Orbit to serve Tempe South of Hwy 60, using preferably Rural Road--main artery, which would connect to other Orbit routes at the Library. South Tempe deserves an Orbit, we use the library often, and with available transportation, would increase our trips to Downtown Tempe, especially to use the Light Rail and help alleviate parking problems.</p>

48	Orbit Jupiter	Negatively	No	between \$0 and 50 cents	I can currently take the Jupiter Orbit between my residence near Meyer Elementary school and my place of work at ASU. I can take the "Back" Jupiter to get to work, and have the convenient option of taking the "Forward" Jupiter to return home in the evening. The current Jupiter route is quite convenient for residents of downtown Tempe and students on the western side of the Tempe campus who wish to shop at Sunflower Market, etc. I am strongly opposed to the adoption of any rider "fee", although I can easily afford it. My wife and I own our home and buy almost all of our goods and services in Tempe, and we are willing to pay a modest increase in either sales or property tax to cover the costs of Orbit. Far too many working class and poor residents would be disadvantaged by such a fee. Finally, I would like to point out that ASU president Crowe justified his large increases in parking permit fees on the grounds that many ASU workers live close enough to campus that they can easily take the Orbit.
49	Orbit Jupiter	Negatively	Yes	between \$0 and 50 cents	We live at Bridgeview at Hayden's Ferry Lakeside and my son attends Tempe Preparatory Academy at 1251 East Southern Avenue Tempe and currently takes the Jupiter Orbit to and from school each day. Currently the bus stops right in front of his school and is very convenient. the proposed changes to Jupiter's route would end at the Library.. this would mean my son would need to walk about a mile and 1 half to catch the bus and to get from the library to the school and back each day... rain or shine..110 degrees or 40 degrees...The proposed MARS A route would stop near Tempe Prep and would work. MARS B route would leave him with the same situation... 1.5 miles of walking plus bus ride to get to and from school each day.

50	Orbit Jupiter	Not at all	Yes	between \$0 and 50 cents	Even though a reduction of service is not being proposed for most days of the Jupiter route, I still have some comments. I would like to know when the Jupiter s supposed to pass by "my" pickup spot. For example, if I knew that the north bound bus passed by at 5 and 25 after the hour, I would probably use it more. Currently, I walk to College Ave. and just hope hat an Orbit didn't just pass by and I have to wait for an unknown number of minutes.Also, I think a reasonable fare should start as soon as possible. I believe that 25 or 50 cents is as good as free. It would be nice if it could be free for high school students. I believe that middle school age kids are too young to ride alone, therefore the free fare may or may not apply to them. A fare would also probably reduce the number of riders that ride just for the sake of staying cool and having no particular destination. I like the Orbit and I believe that it ultimately enhances my neighborhood by reducing overall traffic. My 15 year-old son uses it daily, while I use it a few times per month. Thank-you for all that you do for our city!
51	Orbit Jupiter	Negatively	No	between \$1.01 and \$1.50	I use Jupiter on weekends and the reduction in service would mean I would have to stand at the stop very long.I also use it to get to and from ASU games which end after 10 PM.and
52	Orbit Jupiter	Not at all	Not sure	between \$0 and 50 cents	I have been well pleased with Jupiter and do not welcome changes but accept the fact that some times of day and weekends might need reconsideration.

53	Orbit Jupiter	Negatively	Yes	between \$0 and 50 cents	I would be willing to have the Valley Metro ASU student bus card work with the Orbit system. I would not like to have TWO systems! Also, I am disappointed to see the proposed change in the Jupiter route that directly severs my trip from home - Terrace and Spence - to school - College of Education at ASU. I often carry materials and have a difficult time already to get on most mornings... disappointing. I strongly suggest that the quota be raised to pack people on for the short commute to the campus I move to my current apartment BECAUSE it is on the Jupiter route! Thanks,
54	Orbit Jupiter	Not at all	Not sure	between \$0 and 50 cents	A fare under 50 cents may be reasonable however, if there becomes a fare then I think a monthly pass should be available so workers and students using this on a daily basis would pay less than 50 cents per ride. Overall, I think this is a great service and benefit to Tempe residents. The fare should be temporary until the economy improves and tax revenue increases to a sustainable level to support free Orbit service.
55	Orbit Jupiter	Negatively	Yes	between 51 cents and \$1.00	It isn't as frequent. However the Mars is much closer now but it will only run every 30 minutes. I don't understand the changes to the 66 route and the Earth orbit. The folks in North Tempe are effectively isolated from the downtown area as well as some Scottsdale residents that use public transportation to get to downtown Tempe. At least allow the Earth Orbit to retain the 15 minute interval.

56	Orbit Jupiter	Negatively	No	between \$0 and 50 cents	The change in frequency makes using the Orbit MUCH less desirable. We use the Jupiter quite a bit with 3 kids and encourage ridership. We have only had the Route for a short time and I think it's extremely well used. I'd suggest making the trips every 8 minutes during peak times and every 20 outside peak. The way these routes were 'sold' to us was as Free and now it feels like we were duped and this ends up like everything else an expensive disappointment. I am also not in favor of removing the direct connect from Mill to Tempe Marketplace. That is short sighted and not a way to build the entire north Tempe 'brand.
57	Orbit Jupiter	Negatively	No	between \$0 and 50 cents	1. I like the idea of starting the orbit jupiter and other routes later on the weekends from 6am to 8am. There is no reason for such an early start on the weekends. 2. The only way I would accept a change from 15 min. to 30 min. waits is if we could have a schedule of when the orbit will arrive at each stop; otherwise it is unacceptable to wait 30 min for a bus.

58	Orbit Jupiter	Not at all	No	between \$0 and 50 cents	I would like to see the Orbit system move more to designated stops to prevent the excessive stopping that causes the shuttle to take so long. My only experience is with the Jupiter line and I find that the number of stops along College is very high. I would propose that you have a limit of 3 stops per half-mile. This would not cause an excessive amount of walking for anyone (less than 1/4 mile along College or other street). I have observed too many instances of people waiting for the Orbit standing about 100 feet apart. With designated stops, you would eliminate the excessive stopping, ultimately leading to a cost reduction as the vehicles would have a longer life and require less maintenance. Furthermore, it would allow the Orbit to keep to a time schedule that would make it more dependable, particularly for those who use it to travel to and from ASU. I indicated that I would not be willing to pay a fare; however, if changes such as what I detailed above were implemented and the system were to become more efficient and dependable, I would possibly be willing to pay upwards of 50 cents per day.
59	Orbit Jupiter	Not at all	Not sure	between \$0 and 50 cents	My only comment about the Jupiter line is that it needs to run longer on Friday and Saturday night. 10 is to early if you are going downtown to eat and bar hop. Going to 30 minutes on the weekend is not a big deal, but I wish Tempe would add a service a lot of other Cities use- a computerized system that tells you when your Orbit is going to come. In most Cities you can get this information on your phone.
60	Orbit Jupiter	Negatively	No	between \$0 and 50 cents	
61	Orbit Jupiter	Negatively	Yes	between \$0 and 50 cents	Every 30 minutes on weekends is simply not workable. Consider the number of people (elderly and otherwise) that use the Jupiter to go to the grocery store (Bashas and Frys are both on the route): waiting 30 minutes in the Arizona sun is hard enough on people, but you're basically eliminating people's ability

					to shop effectively. I miss that Orbit by 30 seconds and I lose my frozen foods, my dairy, my fruit takes a pounding... this change would damage commerce in the city, not help it. And stranding people out in the sun for longer is never a good idea. Please do not do this.
62	Orbit Jupiter	Negatively	Not sure	between \$0 and 50 cents	30 min frequency on weekends is too much; I support services not starting until 8am on weekends; 20 minutes is fine on weekends
63	Orbit Jupiter	Negatively	Yes	between 51 cents and \$1.00	Please adjust an orbit route into south Tempe. South Tempe also pays the half cent sales taxes without any orbit transit services. Please choose Lakeshore or McClintock to send at least one Orbit to link those south of the freeway to the library. Thanks.
64	Orbit Jupiter	Negatively	Yes	between \$0 and 50 cents	I've utilized the Orbit Jupiter to get to work and to recreation. I love the current route and hope it doesn't change. Yes, I'd be willing to pay a quarter to ride.
65	Orbit Jupiter	Positively	Yes	between \$0 and 50 cents	The changes will make the route more efficient and reliable, as it will be shorter and less likely to get off schedule. I do think you can do more to make it efficient in the vicinity of the library -- currently there are four stops serving the library complex (Southern in front of the Pyle Center, Rural, the bus stop in front of the library, and the point where the vans wait). And some drivers are still stopping on the circular drive immediately in front of the library entrance, which makes a fifth unofficial stop. I think you should end that practice once and for all, and also eliminate the bus stop in front of the library. It would be sufficient to have a stop at the waiting point and on Rural, and reducing the number of stops would make the route more efficient.
66	Orbit Jupiter	Negatively	Not sure	between \$0 and 50 cents	On more that one occasion I have not been able to board a Jupiter bus on College Av. because the bus has been full and passed me by. At other times the bus was late because so many people were boarding and exiting the bus as it traveled along College Av. I know there are budget problems, but

					couldn't you cut the services on the buses that have the least number of riders?
67	Orbit Jupiter	Negatively	Yes	between \$0 and 50 cents	Changing the times to 30 minutes between buses on weekends makes it very difficult for those of us who rely on Orbit to get to the TTC to go to work on the weekends. We have to leave up to 1/2 hour earlier or be late to work.
68	Orbit Jupiter	Negatively	No	between \$0 and 50 cents	The factor that makes the Orbit system useful for me is convenience. If the proposed Jupiter and Mars orbits are both implemented, then convenience for me is maintained, and I will still use the system. If not, or a fee is implemented, then I would use my car for mid-Tempe transportation. Changing to a 30 minute cycle during the week would not be a hardship, unless such change would cause overfilling of the busses. A 60 minute cycle, as proposed for the weekend, is too long and I would use my car during that time.
69	Orbit Jupiter	Negatively	Not sure	between \$0 and 50 cents	The bus is often crowded and in summer it's a hot wait, so I would want you to at least keep the current schedule. I think it's well used and this will grow as people hear about it and get used to using public transportation. It's a great service that I really appreciate--especially because it's free. Thank you.

70	Orbit Jupiter	Positively	Yes	between \$0 and 50 cents	I live on Del Rio, just East of College and use the Jupiter to go to my job at ASU as well as downtown for dinner and events. I love it most of the time, but am troubled by the number of times the orbit is full and passes me by...mornings and evenings. If I can't rely on it, and rely on getting to work in reasonably, then I may have to go back to driving every day (I still have my ASU decal). I am hoping that the revised route (not going east of Rural Rd and not going over to McIntock etc.) will help the orbit stay on schedule as that is also one of my big issues. There is a schedule and it should be on that schedule within a minute or two. IT should NEVER come early so that one misses it. I've waited sometimes 25 minutes for one. Also, I understand why you may decide that weekend schedule should be every half hour, BUT then it's even more important to stick to the schedule. I do think that Saturday afternoons/evenings should be every 15minutes though (folks going downtown to events/dinners would use it).
71	Orbit Jupiter	Positively	Yes	between \$0 and 50 cents	Jupiter Back is occasionally delayed in the evenings; I've guessed that it's the traffic congestion around ASU that causes this. The new route seems to avoid the congested areas, and that may help the Jupiter schedule. The reduction in service on weekends is unfortunate, but only affects occasional trips for me. Other than that, the change to Jupiter has no effect on me.

72	Orbit Jupiter	Positively	Yes	between 51 cents and \$1.00	Jupiter's proposed changes would be both positive and negative for me. Positive in the sense that the new Mars (library branch) would be getting closer to our house and the strange situation of not being able to board Westbound Jupiter on Southern/Terrace would be eliminated. Negative is the low frequency of the "library branch of Mars" Orbit, particularly during weekends. One of the attractive features of the Orbit is that they are frequent, but people's enthusiasm for taking the Orbit will greatly diminish if they have to wait an hour for the next one. If the proposed plan is carried out, I would suggest to continue to call the "library branch of Mars" Jupiter, and to have one bus do the College-"library branch of Mars" route (and vice versa), with a short stop at the library, just as is now done for Jupiter. On the proposed fares: I will be happy to pay some, but if the frequency is low and the prices are comparable to Valley Metro, then I predict a steep decline in ridership, which might eventually result in the demise of the Orbit. Which would be counter-productive.
73	Orbit Jupiter	Not at all	Yes	between \$0 and 50 cents	I would be willing to pay if Jupiter ran later. It is worthless if you attend a Gammage performance. And, if you want to have dinner, you'd better finish by 8:40 p.m. or you will find yourself stranded and ripped off by taxi services that charge nearly what they get to go to the airport from Tempe for just 4 miles inside Tempe.
74	Orbit Jupiter	Negatively	Yes	between 51 cents and \$1.00	I think this must be one of the most used Orbit routes. So many ASU community people rely on it. Is there some way to work with ASU to share the costs? It would be a great step backwards not to support the continued reliability of this mass transportation. Have you explored Federal grants and Recovery Act funding?? This should be supported under grants to reduce pollution, energy consumption and climate change. The Department of Energy might have programs to assist. I am

					against the proposed changes.
75	Orbit Mars	Negatively	Yes	between \$1.51 and \$1.75	I currently live off George Dr. in Tempe, and I am able to utilize the Orbit Mars to get to and from the Light Rail from my current address. I would estimate I use it roughly twice a week, mainly on weekends. I am disappointed that the proposed changes for the Orbit will not service any area east of Price Rd. My roommates also use the Orbit, so our entire household will be affected.
76	Orbit Mars	Not at all	Yes	between 51 cents and \$1.00	I have not personally used the Orbit transit but have consistently viewed empty buses. I would not totally eliminate the south Broadway east Price route but would cut back on the number of trips. It should be a service provided to the area but maybe the buses run every hour or every hour and a half per eight hour shift. Do the drivers track the usage or should there be an independent tracking system to get actual user numbers.
77	Orbit Mars	Negatively	Yes	between \$1.01 and \$1.50	No No No! We moved to the Evergreen neighborhood comfortably because of the Orbit Mars service. We have only one car. I know that not many people use it over here but cutting it down in frequency would be a better solution. We would be willing to pay a small fee also. We have two young children that will use it in the future to get to HS also. I am very disappointed to learn of this. I would even be happy if it was greatly reduced in frequency over cancelling it. I also know of several people who use it from Friendship Village to get to the store. They would be out of a ride.
78	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	My wife and I and our two children

					<p>just purchased a home in the area east of the 101 currently served by the MARS orbit. We specifically looked to purchase a home in Tempe in an effort to use the public transit options. We looked for homes that were along orbit routes. We especially want to use the route to connect with the train and other city buses. We knew the Mars had low ridership but had hoped that the route would be streamlined or frequency and service hours would be reduced. We are extremely disappointed that the section of the route that services our area will be eliminated all together under the proposed changes.</p>
79	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	<p>It is obvious that the city staff have used the ridership numbers to build an Orbit system for the students of ASU! That is the only residents that the proposed new system supports! Why continue to call MARS Mars? It is nothing more than a supplement or replacement for the deleted Juniper routing! Call a spade a spade the new Orbit system is a free ASU student transportation system on the backs of Tempe taxpayers!</p>
80	Orbit Mars	Negatively	Yes	between 51 cents and \$1.00	<p>It is not clear from the maps if there would be BOTH Mars A and Mars B or just one of them. Mars would no longer cover the area near River and Broadway. Lots of riders get on and off there. It easily connects to a bus route along Broadway. There are many apartments in that area. Mars would no longer go to the light rail, which wouldn't allow us to get to downtown Phoenix or to and from the airport. We also would be unable to get to the library, especially for meetings on Saturday. In addition, the change doesn't allow the children from our area to get to Ward school which is south of Southern. It appears that both Mars A and Mars B are duplicating what was Jupiter. Those of us between McClintock, Price, Broadway and Southern, need more than just a little "green" Mars service. Overall, it appears that the emphasis is ASU, not the</p>

					neighborhoods. I understand the budget is tight, but it is a difficult time for everyone. So please don't take Orbit out of the neighborhoods just to benefit ASU students. They already get cheap transportation passes.
81	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	My child uses this transportation to and from High School. This change would prevent this as viable transportation as it would require a walk as far to access these buses as would save in providing this transportation. In addition, if it were used, both a major street and the freeway would need to be crossed to access the bus and get home each day. You effectively eliminate bus service to the area from Southern to Baseline East of McClintock, an area served currently by the route down Los Feliz across to Hermosa that provides access to Rotary Park, that then is accessed by a bridge to connect to Cole Park. The bus on this route is currently full during morning and afternoon hours and the current wait of 20 minutes is too long. Now the wait would be 30 minutes and elimination of routes will unfairly effect residences in this area. Please let me know what councilmen/women vote for this proposed change so I can vote against them in the next election.
82	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	the elimination of Orbit service to the Price/Apache light rail station severely affects my commute to work. already there is no Orbit

					service to the Apache/McClintock station or to the Apache/Smith-Martin light rail station, so essentially for those of us currently living on or near the existing Orbit Mars route commuting to downtown Phoenix becomes more complicated. Additionally, numerous elementary and middle school students who currently catch Orbit Mars along Concordia or River south of Broadway would have to find other means of transportation home, increasing risks to their safety.
83	Orbit Mars	Negatively	Yes	between \$1.51 and \$1.75	The new proposal for MARS means there is no sensible way I can get to Light Rail by means of Orbit. I'm at Alameda and River just west of Price Freeway, and currently take MARS several times per year (8-10 round trips) to and from Light Rail at Apache and Price, in order to get to Sky Harbor. I'd certainly be willing to pay a nominal fee to be able to continue to have such a service.
84	Orbit Mars	Negatively	Yes	between 51 cents and \$1.00	Mars A is seriously flawed. It denies service entirely east of Mc Clintock. At the present time we have good service especially to the Apache light rail station. Mars B is also flawed. At present we have good service both to the Tempe Library and the Apache light rail station. Mars B does away with both of these convenient locations. To cut down on my carbon footprint I take the Mars both to the library and the light rail stop. Yes, Mars B does go to the Transit center, but look how long a ride that is! Perhaps some further work at the drawing board?
85	Orbit Mars	Negatively	Not sure	between \$0 and 50 cents	The proposed route will no longer service the library or light rail. We use the Mars Orbit regularly to go to the library, go to Sunflower, connect with other orbits, go to friends homes and go to the light rail station at Apache/101. With the changes we would only be able to go to Sunflower without multiple bus changes. I have three small children and we rely on the Orbit system. I will be very disappointed not to have it continue to the LR or

					library.
86	Orbit Mars	Positively	Yes	between \$0 and 50 cents	I take Mars on Country Club to TPL. With Green plan I could get Mars at Country Club and Alameda and get to ASU but not to TPL? Is that correct? With orange plan? Not good for me. Green plan: The trade off for getting to ASU instead of Library would be ok for me. Easier to park at the Library than anyplace at ASU. Now I have to transfer at TPL to get to ASU.
87	Orbit Mars	Negatively	Yes	between 51 cents and \$1.00	My kids attend Ward Traditional Academy and regularly take the Mars route to McClintock High in the afternoon (where their dad works). Previously, my kids attended KidZone after school, for the short while they waited for their dad, but we can no longer afford that, so this is the perfect solution. (We did love KidZone by the way). We live south of the Baseline, so it's too far for my kids to walk or ride their bikes, particularly in the heat. And, there's no school bus service from our area.
88	Orbit Mars	Not at all	Yes	between 51 cents and \$1.00	The proposed change (Mars A) is definitely an improvement, it should provide improved access for many residence in the neighborhood.
89	Orbit Mars	Positively	Yes	between 51 cents and \$1.00	I am the Chairman of the Cyprus SouthWest Neighborhood Association. I am again asking on behalf of our Association, that you have the Mars A proposed route turn West from Terrace on Hermosa Drive and South on Bonardon to Riviera Drive and exit Riviera Drive North on Kenneth back to Hermosa Drive and continue the route as you are proposing. We have a large number of handicapped elderly, a blind family that need access to the system but will be unable to access the Mars Orbit on Hermosa. The college students will have no problem accessing the Orbit on Hermosa. The Cyprus SouthWest Neighborhood Association is proposing only a minor diviation from the proposed route but one that will be of tremendous assistance to our handicapped

					families. Ridership will increase from our proposed change. Thank you for your good work. We appreciate the change.
90	Orbit Mars	Negatively	Yes	between 51 cents and \$1.00	<p>One note on the payment - I would assume that any Valleymetro pass would cover future Orbit charges. Here are my main issues with the Orbit Mars route and the Orbit system in general.</p> <ul style="list-style-type: none"> - I don't understand how the green and orange routes in the proposed changes are supposed to work - this is not clear from the PDF posted at tempe.gov/tim - I live near the intersection of Alameda and Country Club Way. I generally take the Mars Orbit to connect to and from the 72 on my way to work at Intel on Chandler Blvd and Rural. Until the Mars route extension to the lightrail stop on Apache in January and the recent time changes, this was an EXTREMELY useful service to connect me from my neighborhood to a Valleymetro route. The buses came regularly and in short intervals. Ever since the route change in January, the variation in arrival times at the intersection of Alameda and Country Club Way increased to +/-5 minutes. This made it difficult to plan on the connection routes but was still workable. Since the time changes and the decreased frequency of routes, it has been almost impossible to predictably use the service with a regular arrival time at

					<p>work. My travel time has on average increased by 25 minutes (mostly wait time).</p> <ul style="list-style-type: none"> - From what I can the the proposed changes don't improve the situation - though, again, I can't be sure from the PDF file at this point. <p>My general issues with the Orbit system are as follows:</p> <ul style="list-style-type: none"> - There does not seem to be any communication between Valleymetro and Orbit buses. While VM buses have a way of signaling to cross routes that a passenger wants to change buses, no such signaling seems to exist between Orbit and VM buses. If one of the purposes of the Orbit system is to allow citizens to connect from deep in their neighborhoods to the major arterial routes, then such a signaling system would be essential. - Drivers of Orbit buses generally have no sense of timing their routes. Unlike VM buses which will stop at certain times to come back on schedule. Orbit buses currently have too much variability in arrival times at stops along their routes. At peak times, some of that variability is understandable, but +/- 5 minutes is probably not good enough - I don't know how the routes are staffed, but there seem to be too many different drivers for a route. Unlike VM buses where there are regular route drivers, there many more drivers per Orbit route. I assume that this contributes somewhat to the variability in arrival times as there is much less "route ownership" that among VM drivers <p>I am a strong supporter of public transportation and rely on it daily on weekdays for my trips to and from work. I would pay for the Orbit service if it was more regular and reliable as a connector to the main VM arterial buses. To give you a current example. Taking the 72 from the library bus stop on Southern and Rural takes 25 minutes for 8.5 miles. To get from my neighborhood at the intersection of Alameda and Country Club Way</p>
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					takes 40 minutes (10 minutes to wait for a bus on average, 15 minutes for the drive to the library bus stop and usually 10 minutes of waiting due to irregular arrival times) for 1.5 miles.
91	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	The proposed Mars section looks very confusing. We live near Broadway and Dorsey, where it appears as if it would be served northbound by both Mars A and Mars B, but southbound from Alameda by Mars A only. Meaning that we'd have to wait a half hour to go to the Library, but maybe only 15 minutes to go downtown or to the Light Rail. We don't use the Orbit regularly, but do find it a convenient substitute to parking for evening events downtown. We see a lot of students along Dorsey and Vista Del Serro waiting for the bus. There is often standing room only the closer you get to the ASU campus. People have come to depend on it, but the proposed changes appear to make it more difficult to get a ride when the bus is full. Waiting a half hour for another bus would make you late for classes or work. What about a 1/4 cent increase in sales taxes to pay for free circulator busses?
92	Orbit Mars	Negatively	Yes	between 51 cents and \$1.00	We would have no Mars Orbit service from Friendship Village of Tempe. I understand the expense problem. Would it be possible to have just a few found trips per day on the Mars route instead of completely eliminating service?
93	Orbit Mars	Positively	Not sure	between \$0 and 50 cents	Mars, I agree with the change in route away from east of Price road. I found the busses noisy and think that the ridership in the neighborhood can't support the cost. There should be other alternatives for people in this neighborhood who need

					transportation.
94	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	My kid commutes on Mars to Ward Traditional Academy and so do a lot of other kids. Please try to go to WTA.
95	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	Please service the south side of Southern at McClintock. I have 2 kids attending Connolly Junior High and I live on the south side of Southern and they are depended on Mars to get to and from school.
96	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	mars does not go directly to the library. living at 1921 east loyola would mean 2 1/2 hour waits in the heat of the day. ridership would have to diminish.
97	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	My daughter goes to Ward Traditional Academy on Hermosa Drive. We take Mars to go to WTA everyday. It's important for me that the route continues to go through Hermosa.
98	Orbit Mars	Negatively	Not sure	between \$0 and 50 cents	One of the proposed changes for the Orbit Mars route is that service east of Price Road between Broadway & the US-60 would no longer exist. This very negatively effects me as I frequently ride the Orbit Mars bus and I live east of Price Road (at the end of the route, at Evergreen and Southern). I do not mind the time frequency changes but PLEASE do not get rid of this area of the route as I as well as others in the neighborhood ride this bus and would not be happy to see our part of the route be done away with.

99	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	My granddaughter is attending Ward Traditional Academy. I don't have a car and I'm responsible for picking her up while her parents are at work. The proposed route change to Mars B is making it impossible for me to pick her up. Can you please instead making a right onto Southern at Los Feliz, you extend it to Hermosa, then you can turn on McClintock and it will still get you to the same place. It's just half a mile more. There's a lot of McClintock/Curry/Connolly kids that need to get to the south side of Southern, and a lot of WTA students live on the north side of Southern. For our children's convenience and safety, please consider my suggestion. Thank you.
100	Orbit Mars	Positively	Yes	between \$0 and 50 cents	Mars would now come close enough to my house to be of value. One thing about the map raises a question. What will Mars do at Rural and Southern on the proposed route?
101	Orbit Mars	Positively	Yes	between \$1.51 and \$1.75	Charging a fee for the Orbit bus system will be a positive change. Orbit is used by many transients who flock to the free city programs and facilities. Safety is a constant worry so a fee might detour the free loaders from taking a ride. Residents who ride the Orbit to get to work and school I'm sure would be willing to pay a small fee if it meant a safer/cleaner ride.
102	Orbit Mars	Positively	Yes	between \$0 and 50 cents	I live at Rancho Murietta apartment complex which is on the corner of Dorsey and Vista Del Cerro. Jupiter currently runs by my apartment complex which I ride daily to and from ASU. With the proposed changes, the bus I would ride would be Mars. I am happy with the change as long as the wait stays within 15 minutes. The current Jupiter bus fills up very quickly by the time it gets to my stop and if it was forced to run less, the bus would fill up even faster and I may not be able to get on.
103	Orbit Mars	Negatively	Not sure	between \$0 and 50 cents	I am the administrator of Friendship Village of Tempe, a continuing care retirement community that provides

					senior housing to more than 800 residents. Our resident are able to take advantage of the Orbits system due to the close proximity of the pickup and drop off on Evergreen Street. The average age of our residents exceeds 75 and they would not be able to walk any further to use the system. Based upon my current understanding that route would no longer be available.
104	Orbit Mars	Negatively	Yes	between 51 cents and \$1.00	Hello, You are proposing to drop my neighborhood from the Mars route. Myself and several neighbors use the route to access the library and downtown areas. I will soon be retiring and planned to use the route even more than I presently do. I live in the "Evergreen" neighborhood, east of Price Road and north of Southern Avenue. I can understand reducing the frequency of service, but I strongly oppose ending our portion of the route completely. Thank you.
105	Orbit Mars	Negatively	Not sure	between \$0 and 50 cents	My name is Blanca, and I am sending you this comment because the proposed changes to the Orbit Mars affect me negatively. I use this service because I don't have a car and I have some activities in the Friendship Village, located on Evergreen and Southern Av. At this moment I have a second option that I would have to reach this place, it would be using the bus Route 61, but to get to Southern Avenue, I would take the bus Route 62, which passes near house (I live on First Street and other proposition is cut the service of the Route 62 on First Street). Therefore this change adversely affects me twice. I have two proposals to change the Orbit Mars. First, reduce the frequency to every 30 minutes (if drivers are punctual). Second, Orbit Mars could reduce its route starting from the McClintock High School, instead of from the Tempe Public Library. I hope that this opinion is taken into consideration. Best regards

106	Orbit Mars	Negatively	Not sure	between \$0 and 50 cents	I take the orbit to the lightrail everyday to go to school and work and i live in the evergreen neighborhood it would effect me greatly i would end up having to take 4 busses to geet to school and wake up an housr ealrier. I also see many kids on the orbit in the morning and the afternoon
107	Orbit Mars	Positively	Yes	between 51 cents and \$1.00	The proposed route eliminates the traffic of the buses every 15 minutes each way, all day from in front of my house where my two young children play. The route has traveled on a once quiet side street, not a through street, and has caused a great deal of disruption to our quality of life. We rarely see riders on the bus. The safety of my children due to the speed violations of the bus drivers has been in constant jeopardy since the route started. I have tried to work with the bus company but it only works for a short while. I am VERY GLAD TO SEE THE BLUE BUSES OFF MY STREET!!!!!! Although I don't use the bus personally I understand that they do provide a great purpose for the citizens of Tempe. While I am sensitive to those great services, the safety of my children does not outweigh the benefits. The drivers just refuse to follow safety laws on a consistent basis.

108	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	<p>I am a frequent rider of Orbit. I have used all its routes. I use it to get from the area of the 101 freeway and Broadway Rd. to get to downtown and ASU, and to the Escalante and Westside community centers to use their exercise bikes. In response to the Sat. 9/19 article in the Tempe Republic on Orbit, I would stop using it if fares go to \$1.75 a ride, as the regular buses. Orbit buses are small neighborhood circulators. As the article suggests, 50 cents would be appropriate for the full fare. I hold a reduced fare card because of my movement problems, and both of my parents are seniors. 25 cents is appropriate for the reduced fare. On my rides on Orbit, there are a lot of ASU students. Their passes should be honored. It should be easy for drivers to tell who is an ASU student or whoever. There is plenty of space in the drivers' areas for them to have a laptop computer and check a database, if they are not sure. They really got hit with a tuition increase and a surcharge this fall. With the state's budget problems, there will be more. It would be bad for both the city of Tempe and ASU to hit students anymore. Obviously, with me living south of Broadway and just west of the 101, I favor proposal 'B', for Orbit Mars to come to River and Concorda drives at its closest. Besides, 'B' would pass by Connolly Middle and Curry Elementary schools, as well as Meyer Elementary. It looks like 'A' would pass by Meyer and maybe one other elementary school. 'B' would make Mars more accessible to teachers, faculty, and staff of the schools than 'A'. In short, I favor a 50-cent regular and a 25-cent reduced fare for Orbit, and Orbit to honor all passes available to ASU students, faculty, and staff.</p>
109	Orbit Mars	Not at all	Yes	between 51 cents and \$1.00	<p>The only way the route affects me is that I have to get up earlier in order to catch the route, since it will be coming less frequently.</p>
110	Orbit Mars	Negatively	Not	between \$0 and 50 cents	<p>I cannot believe you would stop the</p>

			sure		<p>Mars route on the east side of Price. This is about the only thing that lets me feel "connected" to Tempe. I can't tell how pleased I was when the Mars first started to circulate through my neighborhood. It gave a real sense of "community". As a Tempe resident, I already feel that Tempe pretty much ignores the community east of Price. I live near the Daumler Park and rarely see any police presence there. This is just one more policy that leads me to feel isolated. Also, I must say that Tempe residents voted for a tax increase to accomodate programs like this. When times are tough you want to renege on the deal. I don't know how much support you will get on any future tax increase when it is apparent you will not keep your word.</p>
111	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	<p>I use the orbit frequently to go to the Light rail and go downtown or to mill ave so that I dont have to worry about a taxi cab if i plan on doing some drinking at the local tempe bars.</p>
112	Orbit Mars	Positively	No	between \$0 and 50 cents	<p>The proposed Mars route that would run along Hermosa Drive would be accessible only two blocks from my home, whereas I presently must walk more than 1/2 mile to the Tempe Library to get the Jupiter to bring me to ASU. It would be very much more convenient for me, as I am 75 years old. I am against paying a fare for the Orbit service. The whole point of the service is to make public transport paid for by city sales tax more attractive than private automobile transport in order to reduce accidents and congestion. Clearly, more funds are needed in order to extend the service to south and east Tempe. I am willing to see the city sales transportation tax increased to pay for such extensions, and think doing so would be fairer than the present situation since consumers south of US 60 now pay an extra 1/2 cent tax but receive no benefit from it.</p>

113	Orbit Mars	Negatively	Yes	between \$1.01 and \$1.50	I live in Friendship Village where residents use the Mars Route to go to the library, Walgreens and connect with the light rail. I especially appreciate the connection with the light rail to go to museums and concerts in downtown Phoenix and to do research in the downtown libraries. However, it is more important to serve the residents of Tempe who are going to work and to school. I think it's better to provide free service for those who need it most.
114	Orbit Mars	Negatively	Yes	between \$1.01 and \$1.50	I live at Friendship Village (life-care retirement community at Evergreen and Southern) and use the Orbit to go to Tempe public library/Pyle center and to the light rail at 101/Apache Blvd to go to PHX museums, St. Joe's hospital, and to catch the airport shuttle at 44th Street. Friends without automobiles use Orbit to visit me. I am willing to have reduced frequency (keeping some weekend service) and to pay a fare if the Evergreen/light rail/Southern to library sections can be retained. I would prefer a fare of \$1.00-\$1.50 (or less, of course!), but would pay whatever is charged. Please do try to maintain this skeleton service: Evergreen/Southern to light rail and Evergreen/Southern to library and reverse.
115	Orbit Mars	Positively	No	between \$0 and 50 cents	The factor that makes the Orbit system useful for me is convenience. If the proposed Jupiter and Mars orbits are both implemented, then convenience for me is maintained, and I will still use the system. If not, or a fee is implemented, then I would use my car for mid-Tempe transportation. Changing to a 30 minute cycle during the week would not be a hardship, unless such change would cause overfilling of the busses. A 60 minute cycle, as proposed for the weekend, is too long and I would use my car during that time.
116	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	I occasionally travel from the Tempe Public Library to McClintock

					High School and to the commercial area on the northwest corner of McClintock and Southern. The proposed changes eliminate that trip for McClintock HS, except for the two-Orbit Mars A + B possibility.
117	Orbit Mars	Negatively	Yes	between 51 cents and \$1.00	The current route goes past three schools: McClintock High School, Connolly Middle School, and Curry Elementary School. I am a student at McClintock High School and I regularly see the bus full of students from both McClintock and Connolly as a travel to and from the library. I also see large groups of McClintock students waiting for the Mars orbit in the opposite direction. This is also true for the orbit Jupiter, especially traveling towards the library and towards ASU from McClintock. In the proposed new route, no bus will go near McClintock. Although Connolly students are a large percentage of Mars riders, McClintock students make up a huge portion of Mars and Jupiter riders. This will make it much harder for high school students to get to their homes and to the Tempe Public Library. The current routes are extremely useful for students, and the new routes will make transportation so much more difficult.
118	Orbit Mars	Not at all	Not sure	between \$0 and 50 cents	It would be wonderful to see the Jupiter or Mars route extended to Arizona Mills at Baseline and Priest. That would be a real plus for riders and Tempe's tax revenue. Thank you. Don't ever stop the Orbit line - the buses are a godsend!

119	Orbit Mars	Negatively	Yes	between \$0 and 50 cents	<p>We live at Friendship Village and pick up the Orbit Mars on Evergreen, which is very handy, to go to McClintok to the stores on that corner and to the Tempe Library and the Tempe Senior center. We have also taken it to the Tempe Marketplace, although that takes quite a while. I believe there are many people here at Friendship Village who use the bus; A lot of people have given up their cars and rely on the use of buses only. It has been a wonderful service to the people of Tempe and I hope you will continue, even if we have to pay a minimal fee. I would urge you to re-consider the stopping of the system at Price road; there is a whole Village of hundreds of people just to the East on Evergreen. We have also noticed that some of the healthcare workers at the Healthcare Center on Evergreen use the Orbit bus to and from their homes. We have a hunch that these people use the bus, not only to serve the Healthcare Center but to make a living for their families. The stopping of the system at Price road would make it difficult for those people to both work at the Village and to earn a living. I would also wonder if in the proposed change the bus would only come every 30 minutes, how one would know when it would be likely to come, unless there was a specific schedule. One might be standing in the hot sun for the whole 30 minutes.</p>
120	Orbit Mars	Negatively	Yes	between 51 cents and \$1.00	<p>Please choose Mars B. If you choose Mars A I will be negatively effected. If you choose Mars B I will be positively effected. If Mars stays in Shalimar & goes downtown, it will be ridden. The only good place it went before was to the light rail station.</p>

121	Orbit Mercury	Not at all	No	between \$0 and 50 cents	<p>The proposed routes would not affect me at all, the times, while they may be a little more stretched out, do not affect me, as I usually take the first available bus in the morning to be on time to school, and the available buses in the evening to come home (when it is too hot to walk). I absolutely believe that the service should be kept free, as it is seen as a milestone in public transit in Tempe, and leads/follows examples in transportation around universities. ASU is the largest university in the United States, and is a pivotal economic example of a system done correctly. That being said, if it should pass that When it comes to price, I think that it is debatable. I believe that to use the orbit to the fullest potential, you have to look at what it is geared to do. As the orbits run around Tempe, the main focal point being the university, and indeed downtown Tempe I propose the following: For ASU students (all levels): Orbit Bus for no cost. This can be tracked through RFID additions to the ASU Sun Card system, cutting down on borrowed, stolen, or scalped student purchased Valley Metro Passes For ASU Faculty (Classified Staff, Service Professional, etc): Orbit Bus for \$50 a year (fiscal) If the faculty is attempting to save money, and be economically responsible, the orbit is a valuable choice for getting to and from work at the University. A valuable price would reflect that, cutting down on number of people driving, positively impacting the environment around Tempe. City Workers based in downtown (or central) Tempe: Orbit Bus for \$75 a year (fiscal) Much for the same reasons that ASU faculty and staff might purchase a pass, city, or government workers at the apex of the orbit routes would find this useful, and a economical alternative to parking passes/driving. All other riders: This is where the question gets tricky. I would say that you treat the orbit as</p>
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					any other valley metro system after the aforementioned categories It should be by subscription only, to speed up pick up and drop off time, so only card holders should be allowed to get on, coin mechs will slow things down.
122	Orbit Mercury	Negatively	No	between \$0 and 50 cents	There are Tempe citizens who use the Orbit Mercury bus to attend the LDS (Mormon) Church located at Evergreen Rd and University Dr. Services begin at 9:00 am. My concern is that changing the Orbit Mercury to start at 8:00 am instead of earlier (as it does now) may limit their ability to attend the 9:00 am service or may cause them to be late. Perhaps this would not be a concern depending on where they lived, but I would prefer to allow more time for those citizens to travel to their church in an unhurried manner. Perhaps starting Orbit Mercury at 7:00 am instead of 8:00 am may alleviate that concern. If necessary, perhaps ending Orbit Mercury at 9:00 pm (instead of

					10:00 pm) on Sundays would make up for the earlier start. This is such a valuable service that it used very frequently by citizens who attend that church.
123	Orbit Mercury	Not at all	No	between \$0 and 50 cents	<p>Although I do not ride this route outside of the downtown Tempe/ASU area (it is helpful sometimes to get from Mill to McAllister) I would still like to comment on the general frequency reduction from 10 minutes to 15 minutes during weekdays. The issue here is that during the time when ASU is in session, this bus route is crowded virtually all the time (as a result it is quite productive), and buses are often full during the afternoon hours. Reducing service without increasing bus size (using a 30-foot bus would do in this case) may make it essentially impossible for some people to even utilize the route because of the number of full buses at some hours of the day. If service is reduced on such a heavily traveled route, then the only option would be to use the 30-foot buses. Even then the buses would still often be full. If service must be reduced on this route, then I would only do it when ASU is not in session. In addition, the issue that I have with regards to fares on the Orbit is that once the precedent is set for circulator fares in the Phoenix area, then Phoenix, Mesa, and Scottsdale will all follow suit (Glendale already charges 25 cents but their service is smaller). The Phoenix Scottsdale, and Tempe circulators are ridden by many more people, and I think that the convenience of not having to worry about paying a fare is a factor that brings people on the buses. Recently, the city of Phoenix explored fare collection on their ALEX bus (http://www.azcentral.com/members/Blog/AhwatukeeBuzz/51216) but it was determined that collecting fares would cost more than what would be generated.</p>

124	Orbit Mercury	Negatively	No	between \$0 and 50 cents	You will not be able to compensate for all the students on this route. What you are proposing would be a disaster. The buses are already full enough as it is. I would hope the student U-pass would be honored. The reason I would not pay for services is that I have already paid \$80 this semester for a U-Pass. I don't think it would be fair to pay again.
125	Orbit Mercury	Negatively	Yes	between 51 cents and \$1.00	I live on River Drive at Questa Vida and am unable to drive to ASU, the cut will affect my ability to get to school in an efficient manner without being susceptible to too much sun.
126	Orbit Mercury	Positively	Yes	between 51 cents and \$1.00	I would like to comment that I live in Tempe and during my morning commute and in the evening, I see very few riders on the bus. If not empty, there are only one or two riders. I travel the Southern and Broadway, Priest areas a lot and when I see these buses with few passengers, I wonder what the cost is to drive the bus around all day looking for passengers and who is really benefiting--especially since it is only a small area of our Tempe residents that can take part due to the availability of routes. I really am starting to resent having to pay taxes for this service and would prefer to see the transportation tax that I am contributing to for more bus pullouts on the major streets which would benefit everyone and not just a few. Another suggestion I have, is if the Orbits are going to continue, why do they have to drive through all the neighborhoods? Can't the riders, walk a few blocks to pick them up at a designated location? I do think that this is a good service, but since it is limited population that can utilize it, I definitely think that there should be a charge to those that benefit from it to help support the program.
127	Orbit Mercury	Positively	Yes	between \$0 and 50 cents	The proposed route would still stop where I need it and cuts out some of the extra traveling through neighborhoods. A more direct route would (I assume) reduce travel time to and from Arizona State

					University.
128	Orbit Mercury	Not at all	No	between \$0 and 50 cents	Proposed route for the mercury is fine, but *please* don't charge for the Orbit. If the goal of the orbit is to have Tempe be sustainable then it makes no sense to charge. I have given up driving to ASU everyday, but if i'm charged I will gladly buy a pass through PTS and once again commute and park at ASU.
129	Orbit Venus	Negatively	Yes	between \$0 and 50 cents	I bought my house in 2007 off of Beck and 17th Place and the Orbit route was a factor in where I chose to live. I take the Venus line frequently to get to events downtown or to the transportation center. The proposed change would move the route down to 13th Street which isn't a terribly long walk from where I live, but it's not convenient for me and I'll end up driving or riding my bike and never using the Orbit again. The proposed change will leave this part of the neighborhood completely cut off from the Orbit system. Please reconsider and continue to run the route down Beck.
130	Orbit Venus	Positively	Yes	between \$1.01 and \$1.50	It would be faster for me to get to Mill and Univ. area. and back to my house.
131	Orbit Venus	Negatively	No	between \$0 and 50 cents	I Live right on 17th st and Roosevelt and changing the route would make the orbit much much farther from where I live. It would make it harder for me to get to school. I cant drive to school because parking passes are to expensive. Please keep the route how it is now.

132	Orbit Venus	Not at all	Not sure	between \$0 and 50 cents	Though we have not yet used this portion of the route, we plan to begin using the portion of the route that will be eliminated as transportation for my children home from school. They are old enough to begin taking public transportation independently and can take the bus on Broadway road, connect to the Orbit Venus on Roosevelt which would drop them 1 block from our home. Elimination of this portion of the route complicates their transporation and my comfort for two 11 year olds navigating the transit system. Additionally, I would have already thought that the Venus frequency on weekends was every 30 minutes. It seems like when I want to ride it, I wait for much longer than 15 minutes on weekends. I can only imagine with the route really is 30 minute frequency that the wait time will be more like an hour and I won't use it at all.
133	Orbit Venus	Negatively	Yes	between \$0 and 50 cents	I rely on the Orbit Venus to get to and from ASU. I already wait ~20 minutes for the shuttle home and that's with the shuttles running (on paper) every 15 minutes. I can't imagine how long I'd have to wait if they only ran every 30 minutes. 35, 40 minutes? That's way too long, especially in the summer heat. The shuttles are usually full in the mid-mornings and late afternoons. Yesterday, the shuttle that I rode was already had all the seats full and four people standing when I boarded in front of the Newman Center. That's only the second stop! If you ABSOLUTELY must reduce the frequency of the Venus shuttle, please at least keep the shuttle running every 15 minutes during peak times of the day.

134	Orbit Venus	Not at all	Yes	between 51 cents and \$1.00	It doesn't affect us at all, at least not at this point. Our children are young and bus riding is something of a novelty at this point. I can see these routes being a real benefit to our children in the future, but that's a long way off. Something that impacts us right now- the closing of Clark Pool. Clark Pool Rules!! Clark Pool Rules!! We want Clark Pool and for a longer season. In case nobody's noticed, it's still stinking hot out here!!! But back to the point. I don't think it makes sense to run these buses at no cost. \$.50 to \$1 is more than reasonable. And running 30 minute cycles on the weekends seems quite reasonable, fare or not.
135	Orbit Venus	Negatively	Yes	between \$0 and 50 cents	The change as proposed would eliminate the connection to Broadway and the small strip malls along its route, between Hardy and Beck from the 5th St. connection, and for persons along its route. Several of us, mostly retired and elderly, but also one blind person, have just discovered we can take Venus from a stop near our homes to the recently opened exercise place for women, Curves. For all of us, this is a great convenience, making it possible to travel there. Of course, there are other small businesses in the area which are now connected as well. It does take awhile for folks to really know what routes exist that could be beneficial. Please don't give up on this connection just yet, wait another year and review it again. The Curves just recently moved from its old spot on University & Hardy to the new location near Hardy on Broadway. It's occurring to me that there is not enough or any advertising at the small businesses along the route to advise customers they could take the Orbit to visit them, as an option to driving. As an aside, I've seen the Orbit develop since it's trial runs back in 2005 (?) or so, and used to take it to ASU regularly, from 5th St. & Beck. I enjoyed the ride, stopped off at various spots along the way in cooler weather and

					<p>walked. It's a great service, valuable to students and residents alike. I'd hate to see it's use discouraged now in these times, thinking a small fee would be better choice than cutting routes, or at least minimize the route modifications. Again, please leave the connection from 5th St. and neighborhoods to Broadway in place for awhile longer. Thank you for your consideration.</p>
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136	Orbit Venus	Negatively	Yes	between \$0 and 50 cents	<p>We use the Venus Orbit quite a lot. I am a school teacher and I see a lot of students from the neighborhood also riding the bus in the morning and the afternoon. Going downtown is a pleasure since we got the Orbit. Having this bus in our neighborhood makes us feel proud to have a CIVIC minded solution to pollution generated by cars and the congestion of parking downtown. Elderly out of town guests are not stuck at home, they can hop on the bus and go to the library and to Marketplace. This service made Tempe stand out as a progressive city. Don't ruin it. Our big bus lines are scarce enough. Orbit was a great solution. I would pay 50 cents for a ride. Or buy a pass for \$10 which could be swiped until the money ran out. (Not time-specific but \$ specific like the Metro in Washington D.C.) Every family that uses the bus in our neighborhood is sad about this change if it goes through. It is too hot in Tempe to walk to 13th. street from May until the end of September. We would not do it.</p>
137	Orbit Venus	Positively	Not sure	between \$0 and 50 cents	<p>Venus would better serve our citizens and visitors if it were diverted to run past the Tempe Center for the Arts. I would use it several times a month and I know many others who feel the same.</p>

138	Orbit Venus	Negatively	Not sure	between \$0 and 50 cents	<p>I am very disappointed that you are eliminating our neighborhood from the service area for the Orbit route. The distance to the nearest access for me would make it impractical for me to ever use the service. I very much enjoyed using the Orbit to be able to go downtown without having to search for parking. This also reduces our impact on air pollution and traffic congestion downtown. As a retired educator, I have depended on the Orbit to go to ASU where I have been doing some part-time work. In addition, this service enabled me to go downtown for dinner or to attend downtown events. I also question the reduction of service frequency on weekends. Much of my Orbit use is on weekends. As it is, I waited over 30 minutes for a bus because they are very unpredictable. All of the Orbit route signs should have posted schedules, so riders can predict the bus arrivals. Please reconsider this revision. It will not only impact me, but also many residents living near Beck north of Broadway. Thank you for considering my concerns.</p>
139	Orbit Venus	Negatively	Not sure	between \$0 and 50 cents	<p>I have been a long time proponent of public transportation in the Valley and applaud Tempe for being a leader in this sector. Unfortunatley, I have been disappointed in the performrance of Orbit Venus, especially the routes on the weekend. It seems as though the Orbit Venus drivers are more concerned about taking breaks at the Boulders on Broadway than fulfilling their duty of 15 minute intervals. Along with that, the Orbit does not rotate in line with the operating hours of the light rail on weekends which make it very stressful in planning if not completely obsolete. The proposed changes would negatively affect my riding on Orbit especially if the rotation were reduced from 15 to 30 minute intervals especially since Orbit Venus rarely perfoms on 15 minute intervals as it stands. If the proposed changes are implemented I will become a very</p>

					infrequent user if ever, of the Orbit and it would be hard to recommend to fellow community members since most people within our route can walk to our destination within 30 minutes, therefore making the use of Orbit more frustrating and obsolete. I find Orbit Venus a great perk for our neighborhood but will find no value unless we are lucky enough to catch it within the 30 minute timeframe. Please take my concerns and comments into consideration when making your decision as it will transform a great asset into a waste.
140	Orbit Venus	Not at all	No	between \$0 and 50 cents	The proposed Venus route would not affect my pick up route, I think the reduced route would work well. I am also in favor of the 15 minutes on weekdays and 30 minutes on weekends. I am happy with the new proposal of the Orbit Venus. I am aware that money is tight and it is a thought to charge riders. I do not agree with this idea. I think it would be smart to reduce buses on routes, perhaps 3 buses at 20 minutes during the week instead of 4 buses at 15 minutes. Another way to reduce costs is for buses to turn off their engines when waiting at the transportation center. This will reduce the use of gas and also reduce the amount of fumes released into the air. Thank you for your consideration.
141	Orbit Venus	Not at all	Yes	between \$0 and 50 cents	We use Venus to travel down Roosevelt toward Broadway. Eliminating it would also effect riders who ride to and from Clark Park as well as nearby commercial establishments, including Border's Restaurant and Bar. Yes, we would be willing to pay for the ride, possibly 25-cents.
142	Orbit Venus	Negatively	Yes	between \$0 and 50 cents	I use the Orbit irregularly, but half of the time I ride Venus I take it to the rental car business near Broadway and Beck, which would not be possible with the proposed changes.
143	Orbit Venus	Positively	No	between \$0 and 50 cents	It has been my experience that the bus is over-crowded in the mornings on school days due to the high-schoolers using the orbit to get

					closer to Tempe High. There is not enough space to sit in the mornings. Also, I have been left on the bus with the doors closed for in excess of 15 min while the driver enters a convenience store. The buses make random stops for between 5 and 15 min throughout the route.
144	Orbit Venus	Negatively	Yes	between 51 cents and \$1.00	It would make it difficult for me to visit Tempe businesses in the downtown area and across campus on the weekends. Waiting 30 minutes for the Orbit is not feasible, especially in the summertime.
145	Route 30 - University Drive	Positively	Yes	between \$0 and 50 cents	Route 30 connects employees at my site to light rail and other bus routes in Downtown Tempe. The 52nd St. detour currently in the route creates a significant delay that benefits a very limited number of passengers. Straightening out Route 30 would be an improvement.
146	Route 30 - University Drive	Positively	Yes	between \$0 and 50 cents	rte. 30: end route west of mill ave and terminate at "ttc" rte 40: connect with rte 13 and go hourly everyday thru airport matching rte 13 hours. when rte 13 ends turn back at term. 4 as long as in schedule. first bus sky harbor arrives west bound 0400 and last bus leaves terminal 4 at 0000 approx. every day. every 30 min to 52nd with other end pt 14th st.. rte. 44 end sunday service south of washington st. unless significant demand and terminate at 14th st. rte. 81: last north bound bus goes to college ave. after leaving market place,
147	Route 30 - University Drive	Negatively	Yes	between 51 cents and \$1.00	I would not have close access to Rio Salado CC. Inconvenient when having to take in person exams late in the evening. If Orbit goes to a fare system, would it be covered under a transit pass or would it be a separate fare?
148	Route 40 - Apache	Positively	Not sure	between \$0 and 50 cents	This change would be perfect. I am now taking 2 buses the 40 and the 13 just to go a few miles from Hardy and Univ to Buckeye and 24th St. The connection works now sometimes but just one bus would be great.

149	Route 40 - Apache	Positively	Not sure	between \$0 and 50 cents	Combining routes makes it quicker to get from home (Rural & Southern) to the Greyhound bus station, and less worrisome that I'll miss a connection by just a few minutes. As for the Orbit, would a U-Pass be a substitute for paying a fare (like on Valley Metro)?
150	Route 40 - Apache	Positively	Not sure	between \$0 and 50 cents	Currently, on weekends it is impossible to get to the airport by public transportation in time to catch early flights (flights leaving at 6 am, which means getting to the airport by 5 am). The first bus 40 gets to the airport at 6:15 am, and the first light rail/shuttle gets to the terminals around 5:45 am. The way the new bus 40 schedule reads, bus 40 will be running earlier on weekends, which will be great. Also, later departures from the airport (until 12:30 according to the info on the website) back to Tempe will be very nice.
151	Route 56 - Priest	Negatively	Yes	between \$0 and 50 cents	a couple of older residents could not walk from home to 13th St. on RooseveltBeth St.
152	Route 56 - Priest	Negatively	Not sure	between \$0 and 50 cents	Buses every 30 minutes (or 60) would create longer waits. I would not be able to get to work in Tempe (from Ahwatukee) in a timely fashion. I would need to drive.
153	Route 62 - Hardy	Positively	Not sure	between \$0 and 50 cents	This change improves a route for me, from my home to Changing Hands bookstore. Easy to walk up to Univ to catch the Hardy bus. I previously lived in Glendale and would go to the Tempe Performing Arts Center but no bus and in the summer it is way to hot to walk but I did it anyway, with this change people can take the bus there.
154	Route 62 - Hardy	Negatively	Yes	between 51 cents and \$1.00	I use the Hardy bus route (62). I live just off Hardy and Broadway, and work at the Humana building, which is just north of Hardy and Elliot. I have now been using the same bus route for over a year, to and from work, five days a week. My employer has been encouraging the staff to use the bus to contribute to our clean air initiative; they actually pay for a platinum pass for

					any employee who will agree to use the bus, and quite a few of us now do. The same is true to the employees of Express Scripts, whose building is on the same block. Many of us have said that if the proposed changes were made to route 62, we would no longer be able to effectively use the bus to or from work. Most of us would have to add at least one transfer to our travel, and as many of us work shifts which either begin very early in the morning or end rather late in the evening, this may not be practical. Speaking for myself, I know that if the proposed changes were to be put in place, I would be forced to choose between giving up on the bus entirely and getting a car, or giving up my job; not prospects I would want to undertake in the current economic environment.
155	Route 62 - Hardy	Positively	Yes	between \$0 and 50 cents	I currently use the Earth Orbit or 30 to go between Dorsey and the Tempe Transit Center or ASU. As long as the 62 ran 15 minutes apart from the 30, it would reduce the wait time and make the loss of the Earth more bearable.
156	Route 62 - Hardy	Positively	Yes	between \$0 and 50 cents	62 route change is OK for me because it would take me to Tempe Marketplace. I don't like that it doesn't go to AZ Mills though. The walk in heat would be difficult On Venus - I don't like that route change. I would miss it. I live at Broadway and Hardy, though I could take 62.
157	Route 62 - Hardy	Positively	Not sure	between \$0 and 50 cents	I like that the Hardy Bus will go to Tempe Marketplace. It has been difficult for disabled residents in those neighborhoods to get around Tempe - too many bus changes required.

158	Route 62 - Hardy	Negatively	Not sure	between \$0 and 50 cents	My name is Blanca, and I am sending you this comment because the proposed changes to the bus Route 62 affect me negatively. I live in a complex that is located on First Street, between Hardy and Roosevelt, I have no car and I go to my daily activities using public transportation. I use the bus route 62 to go to school, to go to WalMart (located at Hardy and Elliot), to go to the Food City (located at Baseline and Hardy), to go to IKEA, and when I need to go to the Tempe Transportation Center (for travel to Phoenix, to the Sky Harbor Airport, Tempe Public Library, etc). In Arizona it is so hard to walk down the street when the temperature is very high, but until now I have endured this situation because we have bus Route 62. If the service that provides the Route 62 on the First Street is cut, I would be isolated. If the proposition does not include changing the route, only reducing the frequency (every half hour on weekdays and hourly on weekends), I think it would be a less drastic change, and at the same time, it complies with the reduced costs operation and decreased levels of contamination. I hope that this opinion is taken into consideration. Best regards,
159	Route 62 - Hardy	Positively	Yes	between \$1.51 and \$1.75	I like going to Tempe Market place and this new route would probably mean I won't drive on the weekends to go to a movie but instead would take the bus. I also like the route still going to the light rail. I think this is really a good route for 62 it links up south tempe with Tempe Market place.
160	Route 62 - Hardy	Positively	Not sure	between \$0 and 50 cents	The change will be great for route 62. I live by Guadalupe & Hardy and my child needs to get 2 buses to get to Guadalupe & McClintock. I am for this change since my child would only have to get 1 bus to reach her destination.
161	Route 62 - Hardy	Positively	Not sure	between \$0 and 50 cents	The new #48 route would make it nice getting to the Tempe Arts center - especially at night. Please keep the late hours, though, on all the routes. Most shows let out

					around 10 PM and I would need a bus that goes past both the Tempe Art Center and Gammage at around 10:30 PM so I can catch the 11 PM train back to Phoenix. Thanks.
162	Route 62 - Hardy	Negatively	Yes	between 51 cents and \$1.00	<p>After reviewing all the proposed changes, I have come to this conclusion: The routes should stay about the same, but cut service on some, for example, run every hour instead of half-hour on weekends, do not offer late-night service, perhaps eliminate 15 minute rush hour service on some routes. Routes should be as simple as possible--they should go N-S as much as possible. Changing routes and then adding a new one seems to contradict the goal of simplification and efficiency. I am concerned about the proposed changes made to Route 62-Hardy. Instead of the proposed 62-Hardy/Guadalupe and the proposed 65-Mill/Hardy, do one of the following: 1. Use the current Route 62, but eliminate that portion of the route north of University Dr. To reach the transportation center, the bus travels on University Dr then Mill Ave. Leaving the transportation center, the bus travels on Mill Ave, then University Dr to Hardy Dr. OR 2. Modify the proposed 65-Mill/Hardy. The route should include Hardy Dr between Baseline Rd and Guadalupe. Going S, have the route go W on Baseline Rd to Hardy, then turn S on Hardy to serve those who are waiting at Hardy or live on Hardy and going S to intersections such as Grove Pkwy and Hardy, Elliot and Hardy, and Warner and Hardy. Many of these riders are going to south Tempe, which has employers and businesses such as Wal-mart, IKEA, numerous restaurants, call centers, and also a post office and new businesses. Going N, have the route go W on Guadalupe at Kyrene, then N on Hardy Dr, then E on Baseline Rd, then N on Mill Ave. I noticed on the map the proposed 65 and proposed 66 both travel S on Kyrene south of Baseline Rd.</p>

					<p>There is no need to have buses double up there--here is an opportunity to reduce service redundancies. Ridership is substantial all along Hardy Dr. On Hardy Dr, there needs to be a direct route to south Tempe from north and central Tempe, as students, employees, and shoppers use Route 62 to go to south Tempe. South Tempe has employers and businesses such as Wal-mart, IKEA, numerous restaurants, call centers, and also a post office and new businesses. Major changes to the routes can inconvenience riders. Some people have moved to a particular neighborhood or street to use the current routes to get to work, therefore, the bus routes must stay the way they currently are.</p>
163	Route 62 - Hardy	Negatively	Yes	between \$0 and 50 cents	<p>my wife rides the 62 to work and gets it at the light rail station. she would have to take a different bus and would maybe not be able to work the hours that she does now. she has to work on saturday. she works near hardy and warner. you need to leave this alone as it could mean a drastic cut in her being able to work overtime as well.sincerely stephen worcester</p>
164	Route 65 - Mill/Kyrene	Positively	Yes	between \$1.51 and \$1.75	<p>I like this route and with 66 should give me plenty of coverage for work</p>
165	Route 65 - Mill/Kyrene	Negatively	Not sure	between \$0 and 50 cents	<p>Since it appears that the route to Frye Road via Kyrene will be unchanged, it makes no sense at all to change its number! All that will accomplish is to create confusion for riders, drivers, and staff -- and cost extra to change the signage.</p>

					There's no reason to do that. Let the route down to Frye remain 65.
166	Route 65 - Mill/Kyrene	Negatively	Yes	between 51 cents and \$1.00	<p>After reviewing all the proposed changes, I have come to this conclusion: The routes should stay about the same, but cut service on some, for example, run every hour instead of half-hour on weekends, do not offer late-night service, perhaps eliminate 15 minute rush hour service on some routes.</p> <p>Routes should be as simple as possible--they should go N-S as much as possible. Changing routes and then adding a new one seems to contradict the goal of simplification and efficiency. I am concerned about the proposed changes made to Route 62-Hardy. Instead of the proposed 62-Hardy/Guadalupe and the proposed 65-Mill/Hardy, do one of the following: 1. Use the current Route 62, but eliminate that portion of the route north of University Dr. To reach the transportation center, the bus travels on University Dr then Mill Ave. Leaving the transportation center, the bus travels on Mill Ave, then University Dr to Hardy Dr. OR 2. Modify the proposed 65-Mill/Hardy. The route should include Hardy Dr between Baseline Rd and Guadalupe. Going S, have the route go W on Baseline Rd to Hardy, then turn S on Hardy to serve those who are waiting at Hardy or live on Hardy and going S to intersections such as Grove Pkwy and Hardy, Elliot and Hardy, and Warner and Hardy. Many of these riders are going to south Tempe, which has employers and businesses such as Wal-mart, IKEA, numerous restaurants, call centers, and also a post office and new businesses. Going N, have the route go W on Guadalupe at Kyrene, then N on Hardy Dr, then E on Baseline Rd, then N on Mill Ave.</p>

					<p>I noticed on the map the proposed 65 and proposed 66 both travel S on Kyrene south of Baseline Rd. There is no need to have buses double up there--here is an opportunity to reduce service redundancies. Ridership is substantial all along Hardy Dr. On Hardy Dr, there needs to be a direct route to south Tempe from north and central Tempe, as students, employees, and shoppers use Route 62 to go to south Tempe. South Tempe has employers and businesses such as Wal-mart, IKEA, numerous restaurants, call centers, and also a post office and new businesses. Major changes to the routes can inconvenience riders. Some people have moved to a particular neighborhood or street to use the current routes to get to work, therefore, the bus routes must stay the way they currently are.</p>
167	Route 66 - Mill/68th Street	Negatively	Not sure	between 51 cents and \$1.00	<p>I use route 66 to get to work at Thomas and 68th St. I am disabled and can not drive a car. I realize that Rte 72 stops at Thomas and Scottsdale Road but that is a hike of about 5-6 blocks. I knew that 65 and 66 were combining but I didn't realize that you were limiting bus routes into Scottsdale to two-72 and 81. Why can't there be 3 bus routes into Scottsdale? You are already suggesting dramatic changes to other routes in Tempe that effect my doctor's appointment. What good was it to double the fares if you are making your devoted riders suffer?</p>
168	Route 66 - Mill/68th Street	Negatively	Yes	between 51 cents and \$1.00	<p>This route is our gateway to Scottsdale and to Kiwanis park. This Fall my wife and I took it to the park for our son's swim lessons on Monday and Wednesday nights. The reduced schedule will result in my purchase of another vehicle to clog up the streets. My wife and I have successfully used only one vehicle over the past ten months.</p>
169	Route 66 - Mill/68th Street	Negatively	Yes	between \$1.01 and \$1.50	<p>The proposed route would discontinue bus service in our neighborhood. We use the bus for football games and after evenings</p>

					on Mill to avoid driving.
170	Route 66 - Mill/68th Street	Negatively	Yes	between 51 cents and \$1.00	I currently take the 66 from Mill/Southern to Loloma Station and back, 5 days a week. If the 66 is cut north of downtown Tempe, it will have a major negative impact on my commute, and will dramatically decrease the likelihood that I will continue to use public transit to commute to work. The 72 is already overcrowded at rush hour, with the bike racks often full. Without the 66, a bus commute becomes much less convenient for me, leaving me no choice but to begin driving again.
171	Route 66 - Mill/68th Street	Negatively	Yes	between 51 cents and \$1.00	If I understand the proposed changes correctly, the #66 bus route would be discontinued north of downtown Tempe (the proposed change is very confusing!). If that is the case, my North Tempe neighborhood would be cut off from the most direct connection to the light rail. Combined with the proposed changes to the Orbit/Earth route, it would be very difficult and time consuming to connect to the light rail, and I (and my neighbors) would likely stop using public transportation for commuting. Very disappointing!
172	Route 66 - Mill/68th Street	Negatively	Yes	between 51 cents and \$1.00	I attended one of the meetings and am very thankful for the opportunity to comment. While I understand that transit costs are "by the mile", I think the "productivity" calculation used for comparing routes unfairly punishes north Tempe. Both the #66 and Earth routes must cross the lake, and large portions of those routes are thus deemed "unproductive" by the calculation. It's not fair to punish north Tempe residents just because our neighborhood is geographically removed from the downtown area and the rest of Tempe.

173	Route 66 - Mill/68th Street	Negatively	Yes	between \$0 and 50 cents	Changing the route for orbit/earth will also mess people up. When Orbit began operations the City developed a highly effective route, I have never heard any one complain about it. Everyone if for Orbit. It works!!! I would gladly pay a small fee(25 cents) to keep the exsiting route going.
174	Route 66 - Mill/68th Street	Negatively	Yes	between 51 cents and \$1.00	Elimination of the route 66 north of downtown Tempe reduces access to light rail and Mill Avenue to both north Tempe & Scottsdale residents. One of the goals as stated at the transit meeting was to increase regional routes.....this proposed change would eliminate one of the few routes connecting Tempe and Scottsdale. Also, it seems the north Tempe area is getting impacted more negatively than other areas because of the separation from Tempe by the lake. That geographic separation should be accounted for in the productivity calculation used to compare routes.
175	Route 66 - Mill/68th Street	Negatively	Not sure	between \$0 and 50 cents	I live on Southern and Mill and take the 66 bus to the shopping areas on Guadalupe/McClintock. With the new changes, I will now have to take two buses instead of one. I do not have a car. I depend on public transportation to get everywhere I need to go. Having to make a connection is now out of my power. It depends on the bus driver being on time and if I miss my connection, I may have to stand outside for an extra 30min in this hot weather.
176	Route 66 - Mill/68th Street	Negatively	Not sure	between \$0 and 50 cents	I take Rte 66 to ASU from McClintock/Guadalupe and back every day - ASU employee not student. By eliminating 66 from Guadalupe, I can only use Rte 81. It works, but requires me to switch to light rail. It's not the end of the world going to work, but coming home in the evening, the reverse trip is much longer and bus arrivals don't work well. This won't be a huge hardship if something can be done to improve the regularity of the 81S in the late afternoon/evening. None of the Orbits come anywhere close to my neighborhood, so I'll be down

					to one bus option.
177	Route 66 - Mill/68th Street	Negatively	No	between \$0 and 50 cents	<p>I live on 68th st. & Osborn and the service Route 66 provides north of ASU is the main mode of transportation used by me, my household, and my neighbors in the 68th Street community. Many students (including one of my roommates and myself before I graduated in May) use the 66 to get to classes at ASU's main campus. Still more people use the route to get to work in both Tempe and North Scottsdale. If the 66 service north of ASU were eliminated it would be a major blow to the mobility of my neighborhood, especially since the only other north/south bus route in the area is the 72 and for many residents of the 68th Street community, it can be up to a mile walk to catch that route. Please reconsider the proposed changes. I understand it's an economic decision but I would argue it is a poor one. Since so many people use the route to get to work, it would be in the best interest of the city of Tempe to maintain the full extent of the 66 and the labor flow that it provides to the city. Of course the 66 not only brings laborers and students into Tempe, but consumers as well, and their purchases help to bolster the economy of the city.</p>
178	Route 66 - Mill/68th Street	Negatively	Yes	between \$0 and 50 cents	<p>If the 66 route is terminated at downtown and no longer goes to north Tempe, it will be very time consuming to travel by bus from downtown to north Tempe. The Earth orbit is much too slow, because it winds along so many</p>

					residential streets, and taking the 72 requires a time-consuming transfer.
179	Route 66 - Mill/68th Street	Negatively	Yes	between \$0 and 50 cents	Route 66 goes from my home at Price and Guadalupe to downtown Tempe in a fraction of the time that the 92 route takes. This would not be a show stopper for me if you were able to ride the whole route without having to get off the bus while the driver takes a break. If 92 did not make you get off at Arizona Mill before preceeding onto downtown or returning to Guadalupe and Price - it would be ok to take the longer route. This is general annoyance even with Route 66. You make it almost all the way home and they stop the bus and make you get off for 10 minutes before finishing the route. I can see taking breaks at the end of the route but in the middle adds up to a real delay and inconvenience. So I would have to say as a general comment - set up routes to break at the ends and not in the middle. This would offset the cutbacks that you have to make on the number of routes and frequencies.
180	Route 66 - Mill/68th Street	Negatively	Yes	between \$0 and 50 cents	Presently, there are 2 bus routes from my home to downtown Tempe. The Earth Orbit runs every 15 minutes and 66 runs every half hour. This makes 4 buses in a 59 minute period. The proposed changes to Earth Orbit and 66 will result in 2 buses in the same 59 minute period. What has North Tempe done to get its bus service halved? In the past North Tempe has been treated as an unwanted step child. I realize that your passengers per mile is skewed by the fact that there are long dead areas in these routes. This is not a good reason to cut service on them. The 66 bus would be far more used if the bus company would adopt the cash card system used on other public transit systems. Having a surly driver tell you that you have to have exact change and that you can't pay with a cash or credit card is not the way to sell bus seats. Please keep up a reasonable level

					of service from North Tempe to downtown Tempe.
181	Route 66 - Mill/68th Street	Negatively	Yes	between \$0 and 50 cents	This really leaves North Tempe w/o reliable public transportation.
182	Route 66 - Mill/68th Street	Negatively	Not sure	between \$0 and 50 cents	First, if you take my suggestion (submitted a moment ago) to keep Mill/Kyrene numbered 65, it follows that the new 66 will be the Mill/Hardy route. Since whichever route becomes Mill/Hardy will subsume some of 62, it might make sense to put it on the same map as 62 and 48. I'm not sure rerouting what is now 66 off Guadalupe will impact me negatively, but with my luck in bus schedules, it probably will. (If you ruin Orbit Earth as you're proposing, it's even likelier; but that's another story.) Once a month I ride Orbit Earth to TTC, then transfer to 66 to go all the way to Guadalupe & McClintock (and return the same way later in the day). If the changes to 66, 92, and 62 go through, I will still be able to get to said intersection with one transfer, but the trip will probably take more time; I'll either have to go out of my way via Hardy (not a fast street) or take 72 to Guadalupe Road and transfer to whatever's left going east, and who knows how long I'll have to wait for that transfer --especially since we're talking about a Sunday here?

183	Route 66 - Mill/68th Street	Negatively	Yes	between \$0 and 50 cents	This change negatively impacts my route to work and would be a hardship for me, as I would have to find another means of transportation to connect to the light rail. Such as a taxi. I know this would affect several of my friends as well.
184	Route 76 - Miller	Negatively	Yes	between \$0 and 50 cents	76 goes to a college, You are a college town correct? How do you justify eliminating a route (the only route which goes to SCC)? Gas tax since 1991. Last Metro fare raise 2009. Back to the crappy bus system and no one riding the thing.
185	Route 76 - Miller	Negatively	No	between \$0 and 50 cents	I have to travel daily form Tempe to Scottsdale community college and the only feasible bus is Route 76. If you cancel this bus now, my journey time will increase significantly and I have to undergo a lot of discomfort. I would appreciate if you could retain route 76 intact. Thanks
186	Route 76 - Miller	Negatively	Yes	between \$0 and 50 cents	Please don't eliminate the Tempe portion of the 76 route. I use it to get to Scottsdale Community College. The other bus is the 50 and the last bus leaves SCC at 7:30. Some students are enrolled at both SCC and ASU simultaneously.
187	Route 76 - Miller	Negatively	Yes	between \$0 and 50 cents	As senior citizens, we just purchased a townhouse at 1231 E Bluebell, Tempe 85281, primarily to be near public transportation. We still have a mobile home for sale on 92nd Street in which we were very comfortable, and put ourselves in somewhat of a financial bind to make this move. We felt we must not be dependent on driving ourselves as we get older. We spent a great deal of time studying both the Orbit route, bus routes, and connections to the light rail. I did not understand the article in the paper to say that 76 would be discontinued or we would have been at one of the previous meetings. My concern about the dirty bench seems minor in comparison. Now that Scottsdale Community College and the University have started fall classes, aren't you seeing more use on this route? I

					understand the economic problems, but hope there is some way to run the route less often instead of eliminating it altogether.
188	Route 76 - Miller	Negatively	Yes	between \$0 and 50 cents	I sent an e-mail last night when I received a response to a complaint that now seems insignificant. In thinking more about the situation, I decided to write again and also check the ridership. I see that Route 76 shows as very low. We just moved to our current address this summer (to be close to public transportation), but have not ridden the busses much because of the heat and all the construction on Miller. When I rode the bus to and from the light rail several weeks ago, the bus was almost full. I saw nothing on the bus, at the bus stops, or in the article in the paper that Route 76 might be eliminated. I may have missed that somehow, but would have gone to the meetings but just assumed that the stops would just be less often. Is there a chance that this bus could be profitable if run Sept-May? Scottsdale Community College is on one end and ASU on the other, and I'm assuming that the detours the bus had to take must be about over. I will be riding Route 76 tomorrow; if I still don't see anything about the route being eliminated, is it okay to post signs at some of the stops? I would not have realized if I had not made my "frivolous" complaint about a dirty bench. I opened the e-mail too late to attend last night's meeting.
189	Route 76 - Miller	Negatively	No	between \$0 and 50 cents	What would the proposed means of travelling from Downtown Tempe to Scottsdale Community College be after the 76 is eliminated?
190	Route 76 - Miller	Negatively	Yes	between \$0 and 50 cents	No access to Scottsdale Community College. Over 80,000 students support and keep Tempe alive in so many ways. SCC is great place for ASU students to get many class credits at a price that is much more reasonable. The 76 is the only direct bus line to SCC from Tempe. To kill this line is infathomable, it is going to hurt business and hurt opportunities to

					accomplish school with out going in to major debt. Please reconsider.
191	Route 76 - Miller	Negatively	Not sure	between \$0 and 50 cents	I attended Scottsdale Community College for some time (but recently graduated). I used the 76 Miller bus very often as a direct route from Tempe Transit Center to SCC and back. It was incredibly useful. I know other students used this route as well. I don't know if another direct route would be proposed (from Tempe Transit Center), but removing this route and thus creating yet more public transit situations where people have to transfer from bus to bus to get to where they are going makes riding buses less enjoyable for people and may reduce ridership. I'm not happy about the proposal of removing 76 service in Tempe.
192	Route 77 - Baseline	Negatively	Yes	between \$0 and 50 cents	It would affect the time I left for work and delay my time coming home. The scheduling is awful as it is. Instead of spending all that money on light rail, the bus service should have been improved. But that's passed now. Charge for Orbit. Actually collect fares on the buses and light rail. A lot of people are riding for free. I don't believe the government is interested in improving public transportation and improving air quality. This state caters to the gas companies and car dealerships.
193	Route 77 - Baseline	Positively	Not sure	between \$0 and 50 cents	The 30 minute frequency is fine. I would love to see the route extended to Arizona Mills! Thank you.
194	Route 81 - McClintock	Positively	Yes	between 51 cents and \$1.00	This is an excellent change as it gives bus patrons access to more of the shopping areas along McClintock.
195	Route 92 - 48th Street/Guadalupe	Positively	Yes	between \$0 and 50 cents	As long as the schedule of the new proposed route for the 92/48 is approximately the same times as the current schedule it would allow me to make a better connection with the 44th st bus which no longer goes to the transit center.

196	Route 92 - 48th Street/Gualupe	Negatively	Yes	between \$0 and 50 cents	The Route 48- 48th Street idea have a negatively on the proposal. Let extend Route 44- 44th Street service from University Dr to Arizona Mills Mall via 48th Street. Take east University Dr, turn south on 52nd Street, turn west on Broadway Rd, turn south on 48th Street, turn east on Baseline, turn north on Priest and turn west on Arizona Mills Mall to end of the line.
197	Route 92 - 48th Street/Gualupe	Negatively	Not sure	between \$0 and 50 cents	While I understand the problems with maintaining a high level of bus service in our current economic climate, that same climate has caused me to be a much more frequent bus rider. I find it unfortunate that, at the same time I most need bus service, the city is curtailing the service. The primary negative impact to me of the change in route 92 is the fact that the bus will no longer pass by Gammage Auditorium. I will still be able to catch the bus only a block from my home on 48th Street, as I do now, but instead of getting off in front of Gammage (where I regularly attend matinee performances), I will now have to walk from the nearest stop, which appears to be 5th and Mill. While that is not an impossible walk for a 62-year-old man like myself, it is an added layer of inconvenience that is likely to impact whether I decide to spend as much of my limited entertainment money on Gammage events in the future as I have in the past. Attending fewer Gammage events (and thus spending less time in downtown Tempe where I typically eat in a restaurant following the event) has its own small economic impact on Tempe merchants. I realize this small complaint of mine is unlikely to sway any decisions when larger issues of mass transit expense are involved. But I felt I must express my views nonetheless. If this change is made as proposed, I certainly hope it saves the city enough money to justify the inconvenience it may be causing me and others. Thank you.

198	Route 92 - 48th Street/Guadalupe	Negatively	Yes	between \$1.51 and \$1.75	The changes proposed for bus route 92 affect the way I get to the ASU campus every weekday. It affects not only me but my two roommates, many other people within my apartment complex, and students I see on the bus prior to it reaching my stop. High school students from Tempe High School would be greatly affected by the proposed changes for bus route 92 as well. Anyone who takes bus 92 around 3:00pm on weekdays knows how many high school students rely on bus 92 to get home. Every available inch of space is used on bus 92 at that time. Bus route 92 is a widely used route and a great connector of southern parts of Tempe to downtown.
199	Route 92 - 48th Street/Guadalupe	Negatively	Yes	between \$1.01 and \$1.50	Would no longer be able to transfer between route 56 & route 92 at Arizona Mills Mall. To travel from 48th street and Knox to Lakeshore & Guadalupe would involve taken more than 2 buses and increase my travel time from 90 minutes to probable 2 & 1/2 TO 3 hours each way.
200	Route 92 - 48th Street/Guadalupe	Negatively	Yes	between \$0 and 50 cents	Taking the 92 away from Broadway and Mill removes the ability of people in this area to take one bus to Arizona Mills. It also negatively impacts the high school students and other Mill area locals that work at the mall to get to work- they don't drive, and this is their only lifeline to their job.
201	Route 92 - 48th Street/Guadalupe	Positively	Yes	between \$1.51 and \$1.75	Great planning! Worth the wait! The route 48 changes will benefit hundreds of workers on 52nd St. Tempe Transit employees can now ride. Thank you

PUBLIC MEETING)
IN RE THE MATTER OF:)
)
BUS AND ORBIT SYSTEM)
CITY OF TEMPE TRANSPORTATION)
DEPARTMENT)
_____)

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Tempe, Arizona
September 9, 2009; 6:00 p.m.
September 12, 2009; 10:00 a.m.
September 14, 2009; 6:00 p.m.

PREPARED BY:
DOREEN C. BORGMANN, RMR, CRR
Certified Reporter
Certificate No. 50644
AND

WILMA A. WEINREICH
Certified Reporter
Certificate No. 50530

PREPARED FOR:
CITY OF TEMPE
TRANSPORTATION DEPARTMENT

(Original)

1 REPORTER'S TRANSCRIPT OF PROCEEDINGS,
2 taken before DOREEN C. BORGMANN, RMR, CRR, and a
3 Certified Reporter in and for the County of Maricopa,
4 State of Arizona, at Tempe Transportation Center, 200 E.
5 Fifth Street, Tempe, Arizona, on the 9th and 12th days
6 of September, 2009, at 6:00 p.m. and 10:00 a.m.
7 respectively, and at Pyle Adult Recreation Center, 655
8 E. Southern Avenue, Tempe, Arizona, on the 14th day of
9 September, 2009, commencing at the hour of 6:00 p.m.

1 (The following public comments were made
2 following the proceedings:)

3 WEDNESDAY, SEPTEMBER 9, 2009; 6:00 P.M.

4 MR. DUNHAM: Paul Dunham, D-U-N-H-A-M. I would
5 like to have the Earth Orbits removed from Sunset and
6 Cavalier onto the proposed route of Scottsdale and
7 McKellips to alleviate the trash and graffiti and crime
8 increase that's come into our neighborhood because the
9 people that ride Orbits don't care about our
10 neighborhood.

11 And I'm appalled at the reaction that I've
12 received from Greg and Carlos when we've discussed this
13 issue with them and their inability to even look at the
14 signatures that we've turned in to them or to our
15 proposed route after nine months.

16 MR. BEAN: Last name is spelled B-E-A-N, just
17 like Watergate conspirator. Chuck, C-H-U-C-K.

18 Two things: As far as the Orbit's
19 concerned, like, here at the Tempe Transportation
20 System, I'm visually impaired, and I can't tell one bus
21 from the other. There's no way to tell. The only
22 placard is above the windshield, which I can't read a
23 lot of times when it's sunny out. Visual people can't
24 read it either.

25 And it would be helpful to me and -- I

1 don't know -- with other visually impaired people if
2 they had some kind of placard on the side of the bus
3 which is the same size as the Orbit logo on the side of
4 the bus indicating which bus is which. And my
5 suggestion would be, like, a magnetic sign that would
6 say "Jupiter," "Mars," whatever.

7 Because a lot of times when I go there,
8 there's no bus driver on the bus. They go on their
9 break or something like that. And when I ask them, you
10 know, "Is this the Jupiter bus," they nod or shake their
11 head, and I can't see that. So that would be one issue
12 that I would want.

13 The other thing is I have been passed by by
14 -- well, which isn't Orbit buses, but this is more Metro
15 buses, 72 and the 45. I've been passed by by bus
16 drivers who look at the bus station, bus shelters, and
17 see people sitting there, and they're assuming that
18 they're homeless people or drinking or whatever, and
19 I've been passed right by.

20 And I actually contacted the Metro about
21 this once before, but it's something that needs to be
22 addressed. Because at a lot of bus shelters there's a
23 lot of homeless people drinking, hanging out. I
24 understand they want to hang out in the shade. But
25 because the bus drivers are driving right past them

1 unless you stand up and flag them, and being visually
2 impaired, I can't see the bus until it's gone past me
3 already.

4 MS. GARCIA: First name is Michelle. Last name,
5 Garcia, G-A-R-C-I-A. I'm a Tempe resident. Basically,
6 I'm a little disheartened because I was here at the last
7 meeting in March, which is basically the same lines
8 talking about route cuts, fare increases, you know, all
9 these different proposals and stuff. I had a hard time
10 coming to this meeting because I felt the last time they
11 did not take anybody's comments into consideration.

12 The route that I would take every day to
13 work was cut, so I had to be creative and find a
14 completely new way to work every day, which now consists
15 of Orbit, bike, train, and, you know, extra time to get
16 to work each day.

17 I feel like the City -- or I'm sorry, not
18 the City, but Valley Metro itself doesn't look into the
19 amount of waste that we're seeing. And as a consumer,
20 it's not only me that's seeing it, but it should be
21 pretty obvious to the people who run the company. If we
22 were to look outside right now, you'd see lots of
23 drivers standing, and if you were to look at how long
24 they're standing around, it's mind-blowing basically.
25 They're taking 30 plus minutes on a break. Not only

1 that, I see Orbit buses parked down the street, people
2 sleeping in the back seat, who knows?

3 You also look outside, you see brand new
4 hybrid cars they purchased this year. So when they're
5 talking about raising fares and cutting routes to
6 appease the budgets, I think they ought to look at what
7 moneys are being allocated and where they're being sent
8 to. It's definitely not appeasing what the public
9 wants. It's probably adding to while it pleases the
10 employees, but that's not going to save service or make
11 a difference in the routes that they need to look into.
12 That's my opinion, and I'm sticking to it.

13 MR. CARAWAY: Lane Caraway, L-A-N-E,
14 C-A-R-A-W-A-Y. Meeting was a total B.S. again. Amanda:
15 unprofessional, childish, immature, and very rude and
16 disrespectful. Thank you.

17 MS. WHITE: White, W-H-I-T-E, Elaine,
18 E-L-A-I-N-E. I ride the Orbit bus the most. And I ride
19 the Venus and the Jupiter, sometimes the Earth. And I
20 just want to say how grateful I am that the City of
21 Tempe offers this because I walk a lot. But some days
22 it's really hot, and some days you're in a hurry, or
23 there's lightening, and you feel a little more protected
24 getting close to your house. So I'm very grateful to
25 the bus system here.

1 I've taken the bus in many other places,
2 and what I notice is the drivers are very courteous.
3 And I think the waiting is not a big deal. You know, it
4 teaches you patience because it's your schedule. It's
5 not really the bus. Do you know what I'm saying? It's
6 your schedule that you're on. So I appreciate the bus
7 schedule.

8 And I also notice that the bus drivers are
9 very kind with the handicapped people, and they are very
10 swift and smooth. One time I saw they had a difficult
11 time. So it makes me realize how can they be exactly on
12 schedule when some people are needing extra attention.
13 More people ask them a lot of questions. So I can
14 myself understand if they're not there exactly. So I
15 just wanted to make a comment on that.

16 Because I have legs and I can walk. So
17 it's easy for me. But it's quite generous and amazing
18 what the City is doing. And then the regular bus
19 routes, I take the 72 and the Mill Street bus. I go to
20 Rural and Scottsdale Road and Hardy and Southern and
21 McClintock, that area. And the 72 is the most
22 important. Doesn't look like it's getting interfered.

23 But the Hardy one, I have to walk there.
24 So I looked at the Orbit change, and I think it's only a
25 few blocks to walk. So I don't have anything negative

1 myself to say. Because my schedule fits with actually
2 what you're doing, and mostly I can get to where I have
3 to go. So, you know, I'm not stressed out like I'm sure
4 some people are.

5 But I try to take the free bus, because it
6 helps me have money for other people to share the money
7 with or to get for myself. But I really don't have a
8 comment on if you were going to charge the bus, the
9 Orbits. Like, what should it be? Because right now,
10 the main buses are a \$1.75 each way. So maybe a \$1.00
11 for the Orbits. But I get on and off all the time. So
12 that's why I wasn't real clear if you're constantly
13 getting on and off, how would you -- you would charge
14 each time? Is that how you would charge? Every time
15 you enter the bus, Orbit bus, you would pay the fee,
16 whatever it is?

17 I think with the seven million dollars
18 that's necessary, the more than seven million dollars
19 necessary, it seems like some of the people that used to
20 go to the college could be contacted, some people that
21 probably used Tempe as their home base. If there was a
22 way to contact them and ask them to please help support.
23 Those people are out in a worldly sense with money now.
24 And they maybe went to college here. So I don't know if
25 those people are being contacted to ask for help. In

1 particular, I'm thinking of the Orbits, because that
2 runs close to the college area. Just a thought.

3 The Orbit buses are always immaculate.
4 Drivers are very kind. Maybe one percent of the time,
5 which is very rare, they have a little frustration,
6 which is understandable. And then the main bus routes,
7 72 in particular, some people are getting on the bus,
8 and they don't have the money. So I get concerned for
9 them. Like sometimes somebody will want to get on hardy
10 bus or 72, and they get on, and they say, "I don't have
11 any money." So I'm just wondering what happens for
12 those people.

13 I offered one time when I heard, but
14 sometimes I can't offer. So then does every single
15 person have to pay, or is there some money somewhere for
16 somebody that gets on and can't pay on a regular bus?
17 Just thoughts.

18 I want to encourage people who are driving
19 cars to start contributing to the transportation system
20 in Tempe by taking the bus, which would bring income,
21 and please protect our environment, and we need the
22 oxygen. So please participate. If people could commit
23 to participating to help the planet by taking the public
24 transportation, whether it's Orbit or the City of Tempe
25 bus, a certain amount of days per month. I don't know

1 if that's being done. If people could be asked to
2 please don't drive the cars. Like, can they -- do they
3 do that? Ask the public in Tempe on certain days, would
4 be good to say, "Please walk, ride your bike, take the
5 bus, but please commit to a certain amount of time or
6 days each month to participate in this."

7 I've watched the drivers, and I've noticed
8 that the buses are made to really help all of the people
9 that need extra care go very smoothly and quickly, and
10 the drivers are always very happy to do it. And the
11 people who need the assistance are very kind. It's an
12 amazing smooth process, which some day if I'm in that
13 position, it's nice to know that you can get around.
14 Looks almost unbelievably generous, the design, and also
15 the willingness of the other people to move out of the
16 way, not take those seats. It's really -- it's quite
17 impressive.

18 So, like, anyway, so tonight, like, I would
19 have gone to another meeting that I usually go to, but I
20 told them I'm coming to this meeting because I think
21 this is really important what you're offering to the
22 public. Please come here and help the City of Tempe.

1 SATURDAY, SEPTEMBER 12, 2009 10:00 A.M.

2 MS. BARRY: My last name is Barry,
3 B-a-r-r-y. First name is Lorraine, L-o-r-r-i-n-e. And my
4 home address is 1917 East Broadway Road, Apartment 5,
5 Tempe, Arizona, 85282.

6 Regarding the Mars B route, I will no
7 longer -- it's no longer going to service the Apache
8 Boulevard to the Light Rail, nor will it service west of
9 Price to Southern where Banner Desert Hospital is, medical
10 clinics, and connections to Evergreen and Southern will no
11 longer exist.

12 This will be a hardship to get to clinics,
13 visits to the hospital, or to work in Mesa. Please
14 reconsider these proposed route changes for riders in the
15 east -- east Tempe of Price -- east Tempe of Price.

16 We have enjoyed the Orbit Mars and the ease
17 it has allowed us to do our weekly errands and any kind of
18 weekend activities.

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1 MONDAY, SEPTEMBER 14, 2009; 6:00 P.M.

2 (No public comments were made after this
3 meeting.)

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1 STATE OF ARIZONA)
) SS.
2 COUNTY OF MARICOPA)

3 CERTIFICATE

4 BE IT KNOWN that the foregoing proceedings were taken
5 before DOREEN C. BORGMANN, RMR, CRR, Certified Reporter,
6 Certificate No. 50644, State of Arizona (9/9/09 and
7 9/14/09), and WILMA A. WEINREICH, Certified Reporter,
8 Certificate No. 50530 (9/12/09), that the proceedings
9 were taken down by us in shorthand and thereafter
10 reduced to computer print under my direction; that the
11 foregoing pages constitute a true and correct transcript
12 of all proceedings had upon the taking of said
13 proceedings, all done to the best of our skill and
14 ability.

15 WE FURTHER CERTIFY that we are in no way related to
16 any of the parties hereto, nor are we in any way
17 interested in the outcome hereof.

18 DATED at Phoenix, Arizona, this 15th day of
19 September, 2009.

20
21 _____
22 DOREEN C. BORGMANN, RMR, CRR
23 Certified Reporter
Certificate No. 50644

24 _____
25 WILMA A. WEINREICH
Certified Reporter
Certificate No. 50530